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Directory of the Grain Trade

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The "ROSENBAUM REVIEW," which is to be the exponent of business and trade conditions, a weekly summary

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The Editor of this publication—Mr. J. Ralph Pickell—has been well known to the grain trade as an editor and publisher for many years.

The Washington correspondence of the ROSENBAUM REVIEW, written by Mr. Pickell, who will spend a great deal of his time at Washington, during each session of Congress, to gather information for its readers, will, in itself be worth the cost of this Review. And there is to be a *cost*. Good service today is not like the air—free. True, the patrons of this Company, upon request, will be placed upon the subscription list of the ROSENBAUM REVIEW gratis, but the hundreds who will wish this Review, because it will be unique, valuable and indispensable, will pay \$5.00 per year for fifty-two weekly numbers.

The Table of Contents of this Review from week to week will not change. It will be as follows:

- Business and trade conditions.
- Review of the markets.
- Crop reports and estimates.
- Washington correspondence.
- Current weekly price statistics.
- Cable reports.
- Letters from our patrons.
- Current commercial news forum.
- Miscellaneous information.

The first issue of the ROSENBAUM REVIEW will be Saturday, December 16, 1916. All subscription orders will commence with January 1st, and run for the year 1917. The three issues of December will be sent gratis to all inquirers, as a sample of service the grain merchant may expect during the coming year. All who have favored this Organization with business of any nature whatsoever, or who contemplate getting in line with others who are utilizing our splendid facilities, will favor us by immediately notifying the ROSENBAUM REVIEW so that their names may be entered at once upon our subscription list.

One of the features of this first issue

will be the publication of a map of the Argentine—made expressly for the ROSENBAUM REVIEW—based upon data secured by our Mr. Pickell on his recent trip to the Argentine. For the first time in this country a map will be shown which reveals interesting data on the Argentine, together with the number of acres planted during the past crop year.

Our guarantee for the ROSENBAUM REVIEW will be exactly in conformity with our well-known business policy—that is, satisfaction, or your money back.

If we cannot give you, in the way of information, that which you cannot procure from any other source, then we ask not a farthing. Our qualifications for the publication of a superior Review need no extensive mention. This organization, with its representatives in every market of importance, and with its facilities for carrying on a large business, is in a position to gather information and to reflect the sentiment of the grain trade, from the viewpoint of the grain trade, just a little better than can be done from any other source.

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GRAIN COMMISSION
Solicit Your Consignments
MINNEAPOLIS
MILWAUKEE DULUTH

CHAS. E. LEWIS & CO.
Grain and Stock Brokers
Minneapolis, St. Paul, Duluth, Winnipeg
MEMBERS NEW YORK STOCK EXCHANGE
and all Grain Exchanges.

BENSON STABECK CO.
BEST SERVICE C.
Grain Commission Since 1903.
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GRAIN COMMISSION.
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Pioneers in Grain
This company gives unexcelled service
both to shippers and buyers.
The Van Dusen-Harrington Co.
Business Founded 1852
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Cereal Grading Co.
W. T. FRASER, Vice Pres. & Mgr.
GRAIN MERCHANTS
20 Years Experience in assembling and
distributing Choice Rye for milling and
distilling trade. Largest Rye handlers
in the West. Also shippers of
Choice Milling Wheat, Oats, Barley
and Screenings. Operating Elevator
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A. J. ATKINS, Pres. G. F. BRIGGS, V-Pres. & Treas.
A. W. GRISWOLD, Secy.
CAPITAL STOCK \$100,000.00
A. J. ATKINS GRAIN CO.
153 Chamber of Commerce
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MEMBERS: Minneapolis Chamber of Commerce,
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SCALE TICKETS STORAGE TICKETS

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Brainard Commission Co.
Receivers and Exporters
OATS and BARLEY
Send samples all off grade grains.
Consignments Solicited.
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KNIGHT & McDOUGAL
Grain Brokers and Commission Merchants
CONSIGNMENTS SOLICITED
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COMMISSION MERCHANTS
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COMMISSION ONLY
Merchants Exchange, ST. LOUIS, MO.

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353-354 PIERCE BUILDING - ST. LOUIS, MO.
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GRAIN - HAY - SEEDS

"THE
Consignment House
OF
ST. LOUIS"
FOR THE SALE OF
GRAIN, HAY, AND GRASS SEEDS
PICKER & BEARDSLEY
COMMISSION COMPANY
118 NORTH MAIN ST.

The Slogan of This House Is,—

Get Shippers to ship and then
give every shipment such
good care that each shipper
will not only continue a regular
shipper but a boosting good
friend as well.

Wheat, Corn, Oats, and Hay Our Specialty

JONES-WISE COM. CO.

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Over twenty years active experience in the
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WE CAN

furnish your needs in this and any
other markets in any phase of the
grain business.

IF YOU

will furnish us with your order or
your **CONSIGNMENTS** we guar-
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MARSHALL HALL
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EXPORTERS
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Drive

Your business. Hitch up with an ad.
in the Grain Dealers Journal. You
will then have a pleasant and profitable
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Established 1881
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GRAIN MERCHANTS
Our Consignment Service the Best
Rooms 1005-6-7-8 Corby-Forsee Bldg.
ST. JOSEPH, MISSOURI

ST. JOSEPH HAY & FEED CO.
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WANT YOUR
OATS, CORN, BARLEY, RYE
Get Our Prices—It Will Pay You

ST. JOSEPH PUBLIC ELEVATOR CO.
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500,000 bu. Fireproof Elevator,
1,000 bu. per hour Drier.
WRITE FOR STORAGE AND SERVICE RATES

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PURE SOFT WHEAT
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and in fact all grain men who are
wide awake and on the alert to
get onto all the ins and outs of the
grain business, subscribe for and
read the Grain Dealers Journal

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"Satisfied Customers"—Our Motto

Wholesale Grain Dealers
WINFIELD, - KANSAS

GRAIN
Receivers and Shippers
To make more money get in touch with
LIBERAL ELEVATOR CO., Hutchinson, Kan.

ALWAYS
in the market for
ALL KINDS OF GRAIN
KEMPER SERVICE
Means Prompt Returns.
KEMPER GRAIN CO.
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You want to do business with
the grain shippers. Tell them so.
The Grain Dealers Journal
reaches them.

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THE CHURCHILL GRAIN & SEED COMPANY
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GRAIN BARLEY *A Specialty*
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Electric A reliable service designed to
Consignment meet the requirements of ship-
Service pers to the Buffalo Market.
We solicit your shipments. **ELECTRIC**
GRAIN ELEVATOR
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Consignments Solicited
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BUFFALO GRAIN COMPANY
Receivers, Forwarders and Commission Consignments Solicited
Est. 1903 Barley a Specialty

Ship Your
GRAIN
to Buffalo
PRATT & CO.

have all facilities to handle grain
right REGARDLESS OF ITS
CONDITION, as they operate the
New up-to-date Superior Elevator.

Watch our Bids. Consignments Solicited
910 Chamber of Commerce, Buffalo, N. Y.

ACCOUNT BOOKS for sale by
GRAIN DEALERS JOURNAL, CHICAGO

S. M. RATCLIFFE
COMMISSION MERCHANT
Always in Market for Oats
Superior Facilities for Handling Consignments
Chamber of Commerce, Buffalo, N. Y.

Give Your Ad a Chance to
MAKE GOOD
Run it in the
GRAIN DEALERS JOURNAL

CINCINNATI Chamber of Commerce

The shipments of Grain, Hay and Feed to Cincinnati continue to show an increase, for shippers recognize that this market is so favorably located geographically, for the filling of orders from the section that lies south and southeast of Cincinnati that they are taking advantage of it. This new territory is developing rapidly, and the merchants of Cincinnati are in position to fill all orders promptly and satisfactorily.

Ship to any of the following firms:

Brouse, Skidmore Grain Co.
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W. L. Brown & Co.
Consignments of Hay and Grain

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The Mutual Commission Co.
Strictly Commission

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Corn Consignments a Specialty

The Union Grain & Hay Co.
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MembersOUR NEW TERMINAL ELEVATOR
AND GRAIN CONDITIONING PLANT
IS NOW READY FOR YOUR GRAIN**SHIP NEW CORN NOW**

and take advantage of prevailing high prices

H. E. KINNEY GRAIN CO.

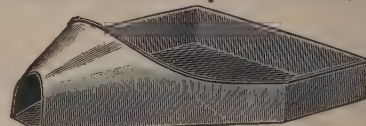
INDIANAPOLIS, IND.

URMSTON GRAIN CO.
Indianapolis, Ind.

Commission and Brokerage

Thoroughly equipped to handle your shipments.
Careful personal attention given each car.**The Mutual Grain Co.**
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GRAINCommission
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Sales to Arrive**BELT ELEVATOR & FEED CO.**Fred Vawter Lew Hill
INDIANAPOLIS, IND.

Commission—GRAIN—Brokerage

When we get your trade we will be just as
anxious to hold it as we are now solicitous
about having you send a trial car.**Grain Sample Pans**Made of sheet aluminum, formed by bending,
re-enforced around top edge with copper wire.
Strong, light and durable. The dull, non-reflect-
ing surface of the metal, which will not rust or
tarnish, assists the user to judge of the color and
detect impurities.

Grain Size, 24 x 12 x 16 1/2", Price \$1.75

Seed Size, 1 1/2 x 9 x 11", Price \$1.50

Send All Orders to

GRAIN DEALERS JOURNAL
315 S. La Salle St. Chicago, Ill.**RECEIVERS, SHIPPERS AND BROKERS****L. E. SLICK & Co.****GRAIN FEED FLOUR**

(Consignments too)

Make Money with Our Established
Line of Feeds**BLOOMINGTON, - - ILLINOIS****WHITE GRAIN CO.**
SHIPPERSFancy Oats Mill Oats
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SHIPPERSOats, Mill Oats, Screenings, Barley
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BUYERS OF CAR LOTS

R. C. BALDWIN, Mgr. BLOOMINGTON, ILL.

JUNIUS A. FLANDERSGRAIN BROKER
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Illinois Grain Dealers Ass'n**E. A. GRUBBS GRAIN CO.**
Greenville, OhioWants Correspondence with members of the
Grain Dealers National in Ohio, Indiana and
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yellow shelled corn and re-cleaned white oats.**UNITED GRAIN CO.**
Mill Oats Chicken Wheat Screenings
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to interior consumers and
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WHOLESALE GRAIN AND HAY
MIDDLE POINT, OHIOWe make track bids and quote delivered prices
and make a specialty of Grain, Hay and Straw
and are**EAR CORN SPECIALISTS**
Correspondence Solicited.**Chicago Hay Market**
FOR BEST RESULTS

Always Ship

ALBERT MILLER & COMPANY

192 North Clark St.

"LARGEST HANDLERS OF HAY IN THE MIDDLE WEST"

REFERENCES { First National Bank, Chicago
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National Produce Bank, Chicago**WHY WONDER** WHERE YOU CAN GET SERVICE OR SUPPLIES.
THE GRAIN DEALERS JOURNAL CARRIES THE ADVERTISEMENTS
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GRAIN
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MARSHALL HALL GRAIN CO.

DES MOINES, IOWA
Call us for highest TRACK BIDS
ALL MARKETS
W. G. CASE, Local Manager

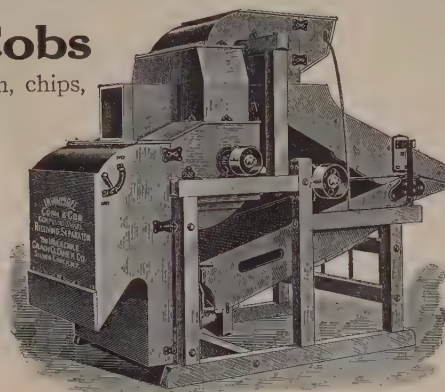
Getting the Best of Corn-Cobs

When you ship shelled corn, it must be free from cobs, bad grain, chips, chaff and dust. Then it meets grade requirements.

The Invincible Corn and Cob Separator
eliminates these undesirables at one operation.
Furthermore, it is an excellent grain cleaner. Fitted with suitable screens, it handles wheat, oats, and other grains.

*Do you want a booklet to tell you more
about this general-purpose separator?*

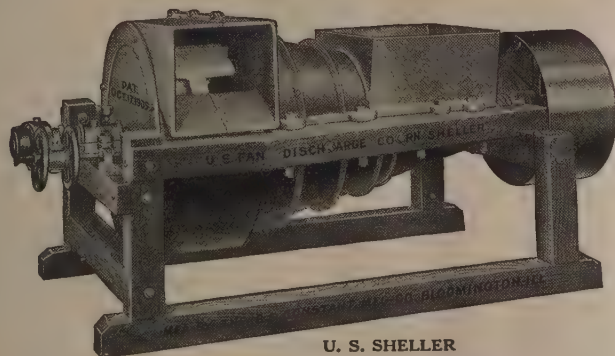
Invincible Grain Cleaner Co.
Dept. 4 Silver Creek, N. Y.



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W. L. Holloway, Oak, Indiana,
is just placing one.
His grades are sure.



U. S. SHELLER

THE MOST VALUABLE MACHINE

in an elevator right at this time is the corn sheller. It behooves you to get a good one.

THE U. S. FAN DISCHARGE CORN SHELLER

is indestructible. After many years of continuous service, any worn part can easily be replaced in a few moments' time by one man.

Years of experience and investigation have been built into this machine, and when we send it into an elevator, we know it will do the work for which it was built. Our little booklet on grain elevator machinery tells all about it. Write today.

B. S. CONSTANT MFG. CO.

BLOOMINGTON, ILL.

KANSAS CITY MILL & ELEVATOR SUPPLY CO.

Kansas City, Mo.

POSITIVE DRIVES

THERE can be no slip in the Link-Belt Silent Chain Drive—the chain meshes into the gear, engaging more teeth than in a gear drive, as may be seen by the illustration. All the power of the driver reaches the driven wheel, pulling the load with unyielding, yet resilient force.

LINK-BELT SILENT CHAIN DRIVES

are operating every conceivable kind of machinery. The drive is Flexible as a Belt—Positive as a Gear—More Efficient than Either. The success of Link-Belt Silent Chain is due to its patented Pin-Bushed-Joint construction—a round pin, and two case-hardened semi-circular bushings—found in no other chain. Write for 112-page price list Data Book No. 125.

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St. Louis, Central Nat'l Bank Bldg.	Los Angeles, 161 N. Los Angeles St.	
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Cleveland . . . 1304 Rockefeller Bldg.	Boston Bldg.	
Detroit . . . 732 Dime Bank Bldg.	San Francisco, Meese & Gottfried	
Wilkes-Barre, 2nd Nat'l Bank Bldg.	Co., 660 Mission St.	
Minneapolis . . . 418 So. Third St.	New Orleans, Whitney Supply	
Louisville, F. Wehle, Starks Bldg.	Co., 418 So. Peters St.	
Seattle . . . 580 First Ave. S.	Charlotte, N.C., J.S. Cothran,	
Portland, Ore., 14th & Lovejoy Sts.	Commercial Bank Bldg.	
	Toronto, Canadian Link-Belt Co., Ltd.	

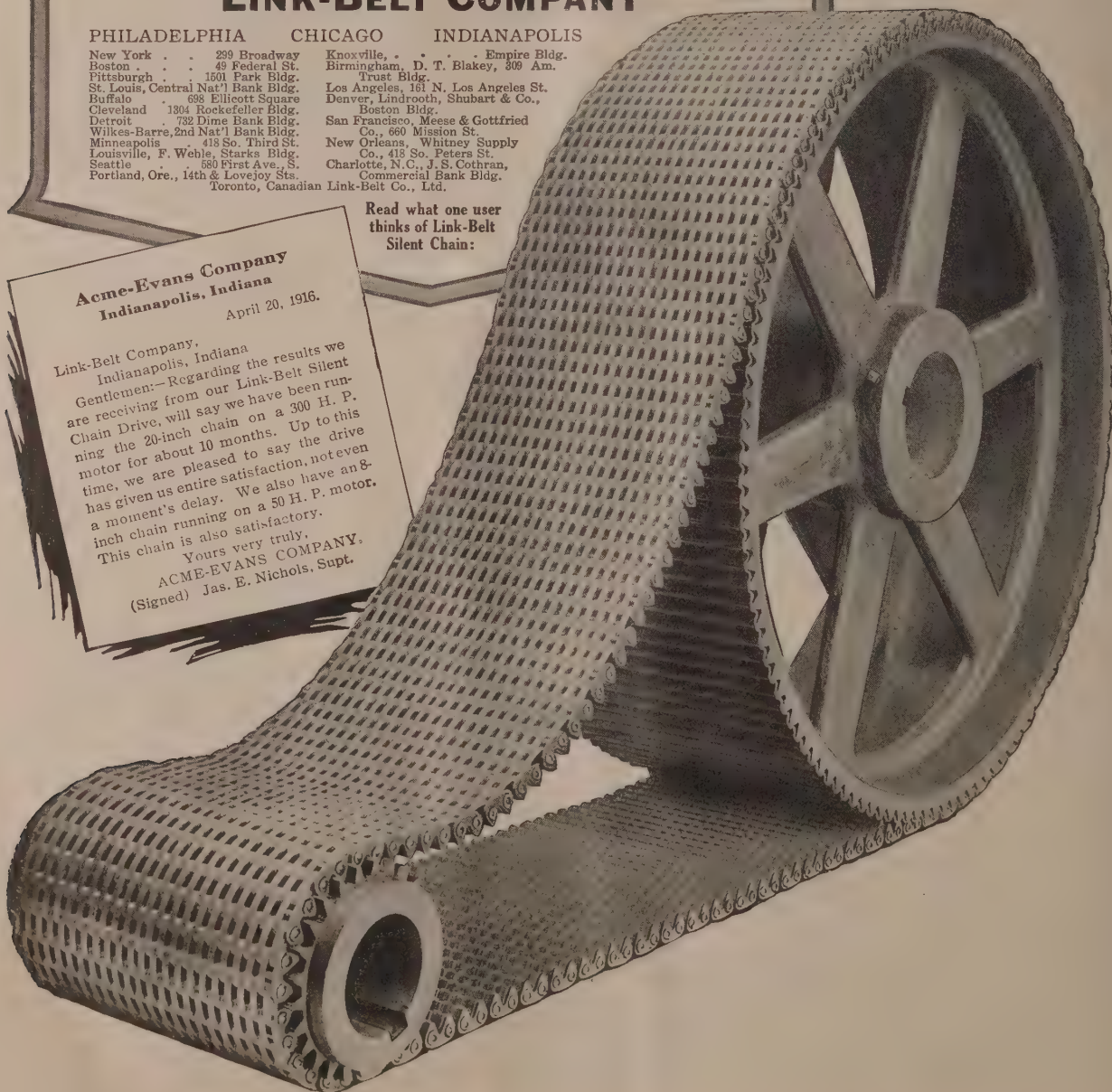
Read what one user
thinks of Link-Belt
Silent Chain:

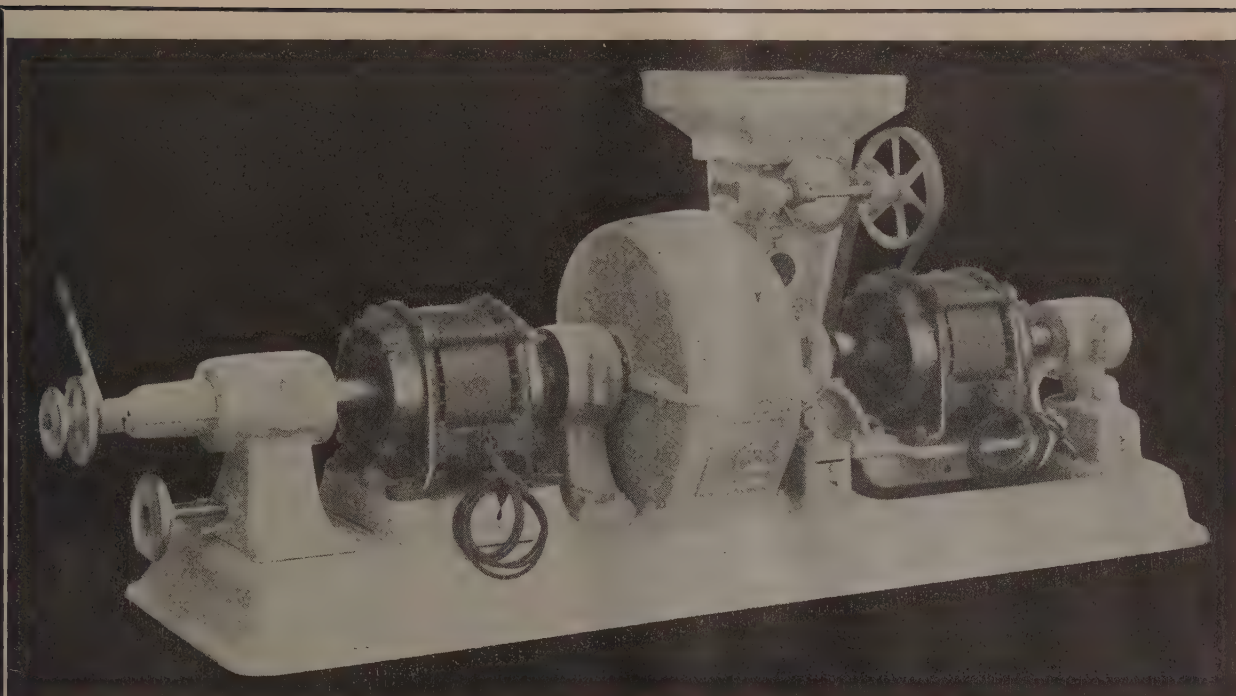
Acme-Evans Company
Indianapolis, Indiana

April 20, 1916.

Link-Belt Company,
Indianapolis, Indiana
Gentlemen:—Regarding the results we
are receiving from our Link-Belt Silent
Chain Drive, will say we have been run-
ning the 20-inch chain on a 300 H. P.
motor for about 10 months. Up to this
time, we are pleased to say the drive
has given us entire satisfaction, not even
a moment's delay. We also have an 8-
inch chain running on a 50 H. P. motor.
This chain is also satisfactory.

Yours very truly,
ACME-EVANS COMPANY,
(Signed) Jas. E. Nichols, Supt.





G-E MOTOR DRIVEN ATTRITION MILL

One Shaft Produces and Applies Power Giving Maximum Mill Efficiency

This attrition mill has a G-E Motor and a grinding plate on the same shaft. All power generated by the motor is applied to the grinding for the motor bearings and the mill bearings are one.

All danger from high speed belting and shafting is eliminated and space is economized. The mill can be placed where most convenient without regard to employees' safety or existing shafting. It can also be kept cleaner.

It will pay you to use G-E Motors and machines driven by them throughout your mill for in no other way can maximum profits, which bespeak efficient management, be shown at the end of the year. Our engineers will be glad to talk the matter over informally with you. Write today as this service places you under no obligation.

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For Michigan business refer to General Electric Company of Michigan, Detroit, Mich.
For Texas, Oklahoma and Arizona business refer to Southwestern General Electric Company (formerly Hobson Electric Co.), Dallas, El Paso, Houston and Oklahoma City. For Canadian business refer to Canadian General Electric Company, Ltd., Toronto, Ont. 6502



Install **AMERICAN** Transmission Rope

in your power plant and forget the word "shut-down."

"AMERICAN" is made four strands with Graphite center core and tallow laid.

No external dressing required.

High Grade Car Puller and Transmission Rope Our Specialty

Immediate Shipments Made

AMERICAN SUPPLY AND MACHINERY COMPANY

1102 Farnam Street, Omaha, Neb.

SONANDER

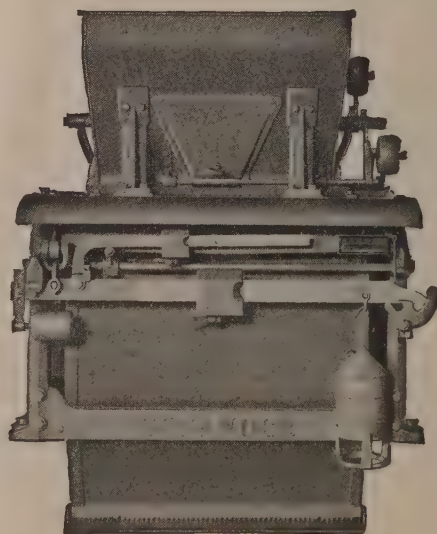
Automatic Hopper Scales

Weigh each discharge the same as by hand. The automatic parts are simple and take care of themselves.

The Non-Chokeable Feed Hopper prevents cobs or thrash from stopping the scales.

THE SONANDER

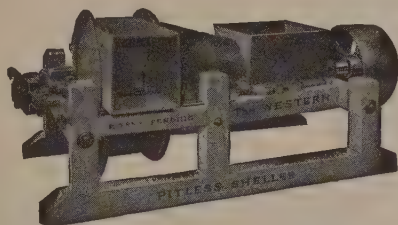
is built in various sizes. Give us the capacity desired and we will send full information.



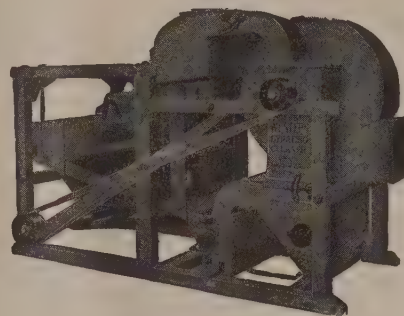
NEBRASKA SCALE AND SUPPLY COMPANY

1104 Farnam Street, Omaha, Neb.

Distributors for Howe Scales



"Western" Pitless Sheller



"Western" Gyrating Cleaner

Western Pitless Sheller

is the best sheller on the market. It meets every requirement of the entire grain trade, assures perfect work, and is the one with which all others are compared. There are more Western shellers in use today than those of any other make. This is positive proof that they give complete satisfaction.

If you are handling any amount of corn this year and want to increase the shelling efficiency of your elevator you should not delay longer in investigating this Western machine. With this sheller in your elevator there will be no long line of farmers' wagons waiting to get at the dump. It enables you to take care of them immediately.

Write us for further particulars.

Western Gyrating Cleaner

is the biggest money-making machine any grain elevator can install. The fact that Western cleaned grain demands a premium, assures extra profits on every car of grain shipped. This claim is backed by hundreds of satisfied users.

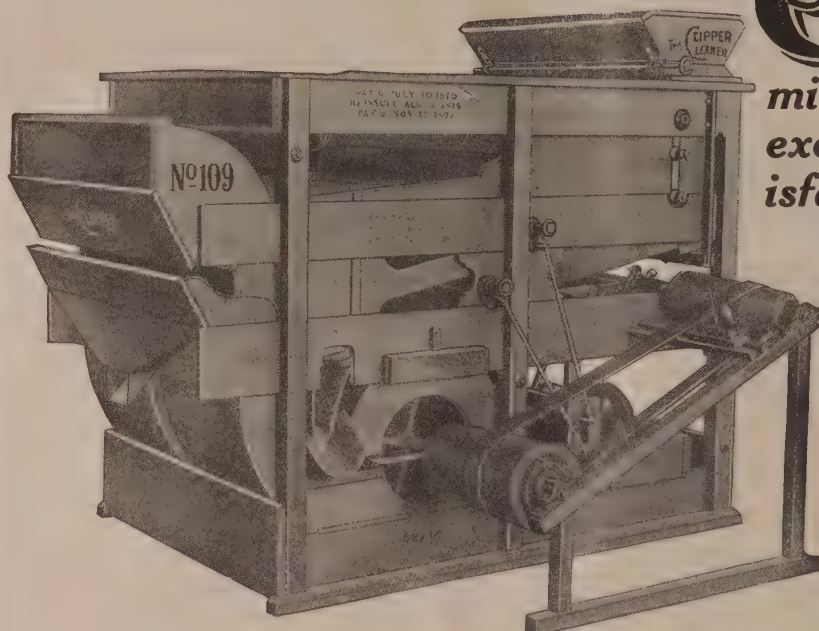
Western cleaners have a greater capacity, better separation, better cleaning, more evenly balanced, absolute control, greater durability, and the most convenient and least expensive machine to install.

If you will handle incoming grain the Western Way your profits will increase. Orders for machinery will be given prompt attention. Our latest catalog is yours for the asking. Write for it today.

UNION IRON WORKS

Decatur, Ill.

Once Installed the



CLIPPER fails to remind of its presence except as a most satisfactory machine

Its service is the even, steady performance of a perfectly balanced piece of mechanism.

Its economy is the kind that comes from the lowest maintenance cost.

The Clipper gives absolute assurance of freedom from the necessity of repairs and constant adjustment. It eliminates the loss from mechanical failures.

Clipper means satisfaction, capacity, reliability. The double cleaning—first through the screens and secondly by air weighing, affords a degree of service that is surpassed by none and equalled by few.

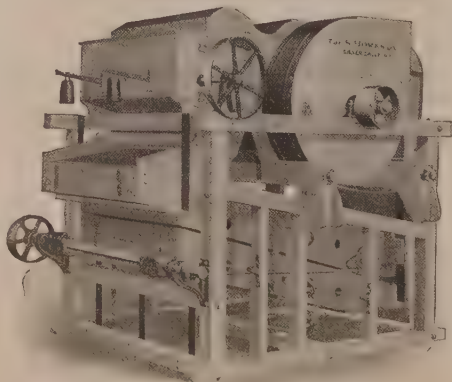
Send for particulars

A. T. Ferrell & Co. Saginaw, W. S., Mich.

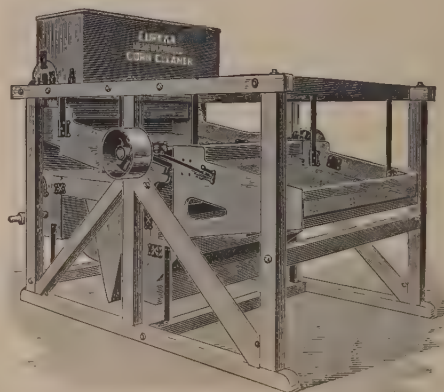
It takes time to do anything well.

It has taken time to develop the organization back of Eureka Grain Cleaners—to gather the necessary experience, skill and judgment, and focus them on one subject—one product.

It has taken time—but has resulted in Eureka quality and a reputation we intend to sustain.



Eureka Compound Drive Elevator Separator.



Eureka Counterbalanced Corn Cleaner.



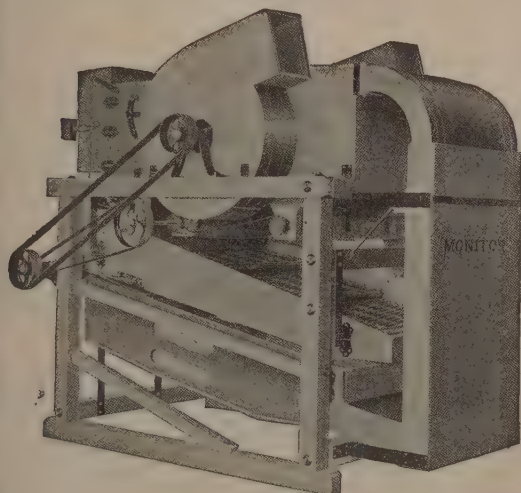
Sole Manufacturers
THE S. HOWES COMPANY
SILVER CREEK, N. Y.



Monitor

Two-In-One Cleaner

As the **first** so is it the **most** in "Combined" Cleaners. Quiet, light running, easily controlled, a perfect air-and-sieve separation Cleaner that is highly endorsed by the hundreds of its well satisfied users.



Why--
"Combined"
spells profits

To start with, it is virtually two Cleaners, one for corn, the other for small grains—either class of work handled **without** changing sieves, simply a few seconds' time to shift valves, that's all. So, utilizing only the space of **one** machine, you are getting **two-machines** cleaning. For quick shifts, perfect control, real cleaning efficiency, dependability, durability and the lighter operating expense that comes from this simplified way of cleaning there is a **net profit** to the user that you, perhaps, should like to know about. Investigate.

HUNTLEY MFG. CO., Silver Creek, N. Y.

WHAT DO YOU NEED

to modernize your plant so it will net you larger profits? Is it here?

Cleaner	Car Loader
Sheller	Conveying Machinery
Buckets	Transmission Rope
Boots	Sample Envelopes
Belting	Power { Gas Engine
Portable Elevator	{ Kerosene Engine
Power Shovel	{ Motors
Car Puller	Dump
Scarifying Machine	Storage Tanks
Gravity Cleaner	Feed Mill
Clover Huller	Elevator Leg
Manlift	Distributor
Bags and Burlap	Car Liners
Transmission Machinery	Scales
Separator	Moisture Testers
Grain Driers	Oat Bleachers
Grain Triers	Oat Clipper

or anything used in a grain elevator.

Tell us your needs, and we'll put you in touch with reputable firms, to the end that you will receive information on the latest and best equipment. A postcard will do.

INFORMATION BURO

Grain Dealers Journal, 305 So. La Salle St., Chicago

FERTILIZERS GIVE DEALERS DOUBLE PROFITS

Why Dealers Should Handle Fertilizers.

Fertilizers are needed in present day farming. They increase yields, make profitable crops, return plantfood to the soil and prevent decreased yields in future years.

Fertilizers are doubly profitable to dealer as well as to farmer. The dealer makes profits from selling fertilizers and creates more business through resulting increases in yields and greater purchasing power of each customer. The farmer gets larger crops, and more productive acres.

Fertilizers are being used and are making good. High prices for farm products make greater yields more profitable than ever. High prices for labor and land make **low yields less profitable than ever.** Farmers in every community who have not used fertilizers before are starting to use them now. Their neighbors will follow.

Fertilizers are building business for other dealers—they will for you. The increase in demand is making the buying and selling of fertilizers as a **plain trade** proposition more attractive to dealers. They bring customers. The resulting increase in business through making more dollars per acre profits is causing more dealers to handle fertilizers **for service as well as profit.**

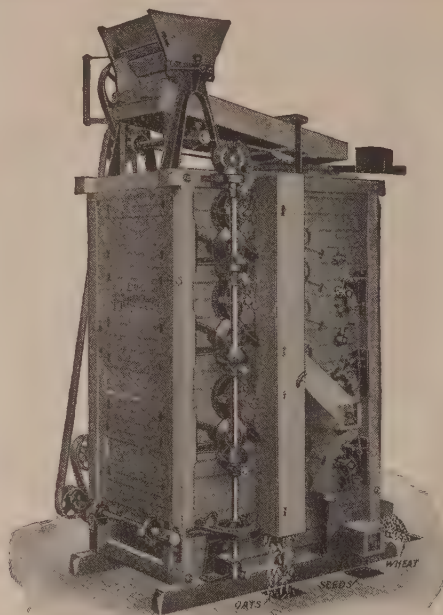
We can help you build up business with our free Soil and Crop books.

SOIL IMPROVEMENT COMMITTEE

of the

NATIONAL FERTILIZER ASSOCIATION

Postal Telegraph Building, Chicago



BARLEY!

The Richardson Barley Separator

makes the same beautiful separation on barley as the Richardson Wheat and Oat Separator does on wheat.

The Richardson Way is the Best for Barley

Built in sizes up to 425 bushels per hour.

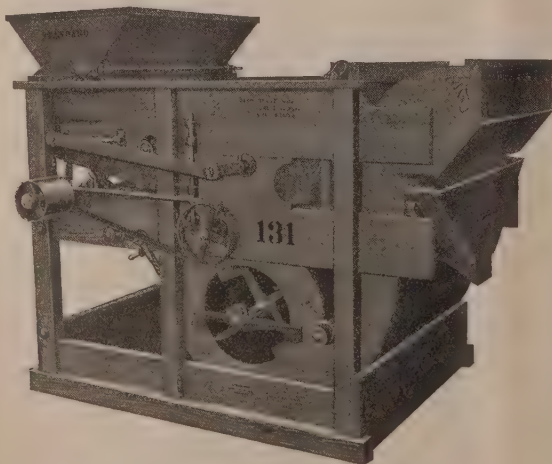
Write for particulars and send 5 lb. sample

RICHARDSON GRAIN SEPARATOR CO., MINNEAPOLIS, MINN.
15th Ave. S. E. and N. P. Tracks

No. 131 Standard Cleaner

With Traveling Brushes and Standard Blast Regulator. An excellent cleaner for every variety of seeds and grain.

We solicit your inquiries.



The International Mfg. Co.
CRESTLINE, OHIO, U. S. A.

OUR IMPROVED RAILROAD CLAIM BOOK

requires little of your time for filing, and contains spaces for all the necessary information in the order which assures prompt attention on the part of the claim agent. It increases and hastens your returns by helping you prove your claims and by helping the claim agent to justify payment.

These claim blanks are printed on bond paper, bound in book form, each book containing 100 originals and 100 duplicates, a two page index and summary showing just which claims have not been paid, and four sheets of carbon. You tear out the original to send to the claim agent, and the carbon copy remains in the book, as a record of the claim.

Form A is designed to prove claims for Loss of Weight in Transit.

Form B—Loss of Quality Due to Delay in Transit.

Form C—Loss in Market Value Due to Delay in Transit.

Form D—Loss in Market Value Due to Delay in Furnishing Cars.

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Form No. 411-A contains 100 sets all Form A. Price \$1.25.

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Send all orders to

GRAIN DEALERS JOURNAL

315 South La Salle Street

CHICAGO, ILL.

Power! Pep!! Punch!!!

This newest Overland Four has more power, pep, punch, and speed than any other low priced four or six cylinder car in the world.

Try it and see.

Overland Motor Co.

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Service Station: 45 W. 24th St.

Salesroom: 2419 Michigan Ave.

The Willys-Overland Company, Toledo, Ohio

"Made in U. S. A."

31 $\frac{1}{2}$

Horsepower



Model 75 B

\$635

f. o. b. Toledo

Roadster \$620

4 cylinder en bloc motor
3 $\frac{3}{8}$ " bore x 5" stroke
4-inch tires, non-skid rear

Cantilever rear springs
Streamline body
Electric lights

Electric starter
Magnetic Speedometer
Complete equipment

Reynolds Grain Bleacher



The REYNOLDS GRAIN BLEACHER is used by the largest grain dealers in United States and Canada; sizes up to 8000 bushels per hour. It is patented and stands alone in its class. The patent covers forcing fumes longitudinally through a mass of grain and any one doing this, no matter what means are used, is infringing our patents.

BEWARE OF PIRATES.

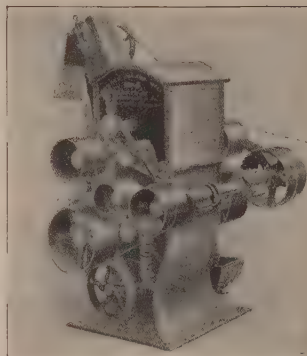
Before closing deal write us for full particulars.

Reynolds Bleacher Company

332 South La Salle Street
CHICAGO

Convert Your By-Products Into Cash

Grind your by-products into feed. There is much profit to be made in this branch of your business. The "Famous Howell Roller" Feed Mill is the best mill for your purpose because it is light running, uses but little power, and operates continuously with practically no upkeep expense.



We make them in 13 sizes, suitable for any size engine, and adaptable to any demands from the smallest to the largest.

Remember that your demand is created already and your customers come to your elevator to sell you. If you have the feed, they will take it home with them.

Also there is good money in doing custom feed grinding. Write for Catalog E-16.

R. R. HOWELL & CO.

MINNEAPOLIS, MINN.

For Accurate Moisture Tests use our Grain Dealers Air Tight Cans for forwarding your grain samples.

ST. LOUIS PAPER CAN AND TUBE CO.
ST. LOUIS, MO.

Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

GRAIN STANDARDS' ACT

U. S. Department of Agriculture equips its Grain Laboratories with Torsion Balances.



5055

Style No. 5055
Corn Acidity Determination and Fine Weighings.

We illustrate above in our Corn and Seed Testing Pamphlet. Copies free upon request.

WE SELL ANALYTICAL BALANCES

The Torsion Balance Co.

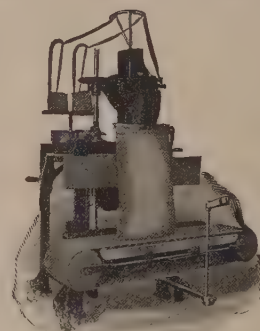
Pacific Coast Branch:
49 California Street
San Francisco, Cal.

Factory:
Jersey City, N. J.

Office:
92 Reade Street
New York



Style No. 4000
Used in Moisture Test.



UNION SPECIAL ADJUSTABLE HEAD FILLED BAG MACHINE

Closes the mouths of all varieties of bags after they are filled—more securely, far more speedily and at a greater reduced cost than can be approached by hand sewing.

Union Special Machine Co.

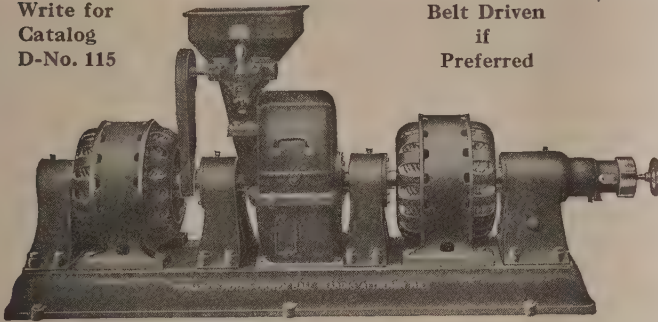
CHICAGO
ST. LOUIS

MINNEAPOLIS
SAN FRANCISCO

The Monarch Ball Bearing Attrition Mill

Write for
Catalog
D-No. 115

Belt Driven
if
Preferred



Sprout, Waldron & Co.
Milling Engineers

Main Office and Works:

Chicago Office:
No. 9 S. Clinton Street

MUNCY, PA.
P. O. Box No. 26

They Say It Satisfies

The hundreds of discriminating and progressive millers who have installed THE MONARCH, have found its purchase a profitable investment and have not neglected to tell us so in letters which are at the disposal of interested parties. But more than this

We Guarantee It

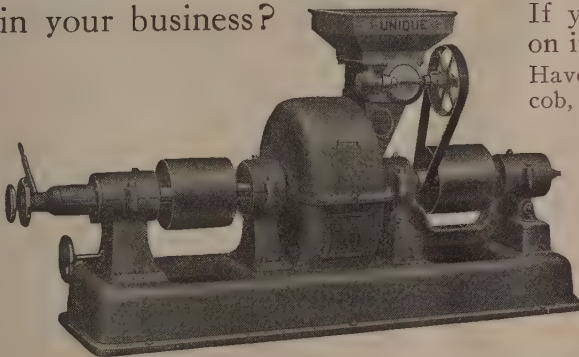
in workmanship and stand back of the statements that it greatly increases the quantity and quality of production; that it automatically saves a profit; that it requires little or no attention or repairs and that it minimizes the consumption of power and lubricant. We ask you to

Write for Catalog D-115

which has been carefully prepared and goes into the details of both motor and belt-driven mills, with the object of helping the prospective purchaser of a feed grinder, to select the machine best fitted to his needs and most productive of profitable results.

IS THERE A WEAK SPOT

in your business?



The Mill of Today

If you know there is, can you put your finger on it?

Have you a feed grinder that will grind oats, corn on cob, corn, rye, barley, etc., **FINE ENOUGH** to suit your most particular customers?

If not, you are driving **GOOD BUSINESS** away, and **THAT'S THE WEAK SPOT** in your business.

Buy a **UNIQUE BALL BEARING ATTRITION MILL** at once. Don't delay. Customers write us about our Mill:

"It surely brings business to us from a distance. Farmers want their Feed ground on the **UNIQUE**."
Write today, nearest office.

ROBINSON MFG. CO.,

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Louisville, Ky.

E. Akron, Ohio

Main Office and Works: P.O.Box 411, MUNCY, PA.

Chicago Office: 624 Western Union Bldg., Chicago
Tulsa, Oklahoma Boston, Mass. Salisbury, N. C.

ELEVATOR MACHINERY

GRAIN DRYERS—All sizes, CRUSHERS, SHELLERS and MILLS CONVEYORS and ELEVATORS, CHAIN BELT and SPROCKET WHEELS, OAT MEAL and PEARLED BARLEY MACHINERY, HOMINY MILLS

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CLEVELAND, OHIO, U. S. A.

Bauer
SCIENTIFIC

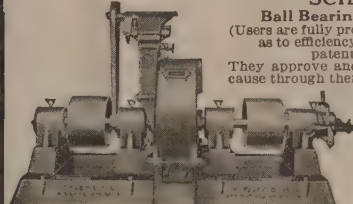
ASK ANY OF THEM

There are more than a thousand successful feed grinders in this country who will back up everything we say about

"SCIENTIFIC"

Ball Bearing Attrition Mills
(Users are fully protected by our warranty as to efficiency, workmanship and patent litigation.)

They approve and praise these mills because through them they have succeeded in saving 30% to 40% on power and 90% on lubricating costs. You can do the same. Our catalog tells how. Write for it today.



15 to 100 H. P. Belt or Motor Driven

The BAUER BROS. Co.
Formerly Foss Mfg. Co.
505 Bauer Bldg.
Springfield, Ohio.

SCIENTIFIC

Are you buying ELEVATOR BELTING to the best advantage; which means the longest service at the least cost?

We have removed any question of doubt on this point for others.

Why not let us do it for you?

New York Rubber Company
NEW YORK (Inc. 1851) CHICAGO

**Eliminates
Spotting
Charges**



Thirty Days FREE Trial

We will send the NEW BADGER Car Mover to your address and you can try it out for thirty days. If it is satisfactory we are to receive \$5.00 for Car Mover, f. o. b. Appleton, but if not satisfactory it can be returned and we pay freight both ways.

NEW BADGER

car movers are used by grain dealers all over the country and what is more they are giving good satisfaction. With it you can do away with spotting charges now being made by the railroads. You will be shipping considerable grain soon and the cars will be dropped far down on your siding. Drop us a post card today and we'll send the New Badger to you immediately.

Advance Car Mover Co., Appleton, Wisconsin

We'll buy your old LEATHER BELTING

Communicate with us at once

FANCY PRICES OFFERED

The National Belting & Salvage Co.

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Wisconsin



THE ONLY SANE, SAFE THING

to do is to install an All Metal
Fire Proof

Knickerbocker "1905" Cyclone DUST COLLECTOR

The Knickerbocker Co.,

Jackson, Michigan

**You Ought
to Know**

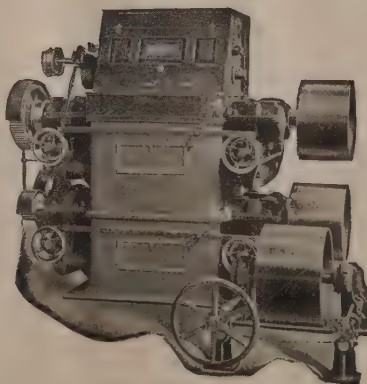
WOLF FEED ROLLER MILLS



There's something about Wolf Feed Roller Mills that wins the heartiest approval of the most discriminating buyers.

Write and ask us to explain in what respects they are famously efficient—and why you should lose no time in getting acquainted with them.

THE WOLF COMPANY
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The Automatic Dump Controller

USED EVERYWHERE !



Why not have the best, most up-to-date equipped Elevator in your section of the country?

There is but one way, i.e., Buy the machinery required to make it the best.

Farmers will take their grain to the man who is prepared to give them the best and quickest SERVICE.

The Dump is the most important part of your house.

Why not use the most modern device for controlling your dump?

OUR DUMP CONTROLLER IS A "TRADE GETTER AS WELL AS A TRADE KEEPER."

Send for circulars. They will be forwarded upon request.

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INDIANAPOLIS, INDIANA

Put Your Name

where every progressive grain dealer will see it and keep it there.

THAT IS IN THE

Grain Dealers Journal
OF CHICAGO

Rexall
DOUBLE STITCHED BELTING

For

Conveying and Elevating Grain

You cannot get around the fact that a belt that handles your grain uninterrupted by troubles common to most belts—ply separation, hardening, deterioration—is cheap in the end regardless of its initial cost. You will admit that such a belt spells economy. "REXALL" is that kind of a belt. Extra heavy duck and double stitched, it gives service down to the last shred. Low first cost, no upkeep.

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WE were the original manufacturers of rubber belt for elevating and conveying grain—work that is particularly trying on belting, requiring great strength and freedom from stretch. Some of the largest elevators in the country are equipped with our Elevator Belting. Manufactured of heavy cotton duck, with an especially strong rubber friction uniting the plies, and an extra thick cover on pulley side. Warranted to run perfectly smooth and true on the pulleys, and can be depended upon at all times to do the work required.

Belts punched accurately for buckets if desired. Estimate for elevator equipments cheerfully furnished

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IS THIS IT?

Is the belt on your Conveyor or Elevator Leg the kind that Opens Up Like the Above?

Opened Plies or Split Seams are Absolutely Eliminated in

"R. F. & C."

Non-Separable Ply Rubber Belt FIGURE IT OUT YOURSELF!

"R. F. & C." is a rubber belt—that

cannot open in the plies *nor* split in the seams—
will transmit full power with minimum stretch—
can be used until *worn out in service*—

IS NOT THAT THE RUBBER BELT YOU WANT to know more about? Send for sample and full information about "R. F. & C." patented Non-Separable Rubber Belt.

W. H. SALISBURY & CO., Inc.

"The Pioneer Belting House of the West"—Established 1855
OFFICE and FACTORY: CHICAGO, ILL.



Uneven distribution, filled with dirt, or even distribution and thoroughly cleaned grain?

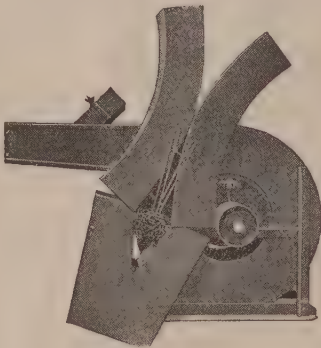
WHICH ARE YOU GETTING?

The Mattoon Combined Car Loader and Grain Cleaner actually improves the grade of the grain that passes through it. Its use insures even distribution throughout the car as well as perfect stirring of the grain. If you are interested in better loading methods get in touch with us at once.

MATTOON GRAIN CONVEYOR CO.

MATTOON,

ILLINOIS



No Need to Scoop Grain in a Dirty, Dusty Car

"If there is anybody in the whole world that has any doubt about the value of your Air-Blast Car Loader, send them to me." Russell Williams, Mgr. Farmers Union Co-Op. Assn., Winside, Neb.

"The loader I bought from you certainly does the work." C. F. Cranor, Sycamore, Ind.

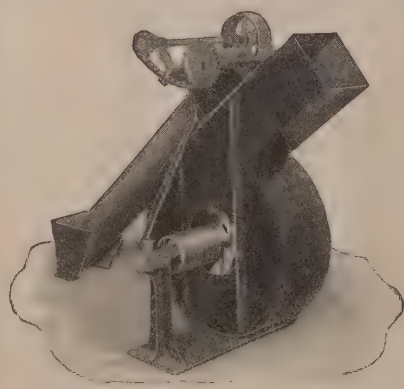
"It has everything skinned I ever saw for loading grain." W. H. Barret and Bro., Owaneco, Ill.

"You may ship us one of your Air-Blast loaders. We have investigated this thing pretty thoroughly. At Strawns Crossing we saw one in operation and it certainly was doing the work." Central Illinois Grain Co., Ashland, Ill.

We might go on naming user after user who has gotten away from loading troubles entirely by installing a Boss Air Blast Car Loader.

Every car loaded to full capacity without shoveling. CANNOT injure the tenderest grain. Grades improved. 30 days' trial allowed. Simple and easy to install. Write for complete catalog today. It will pay you.

MAROA MANUFACTURING CO., Dept. G., Maroa, Ill.



Whether You Build or Remodel

you want the most simple and up-to-date equipment, and that is the BERNERT line of pneumatic grain handling machinery. If you are in need of a Conveyor, Pitless Elevator, Car-loader, Combined Elevator and Car-loader, or Track-loader, both stationary and portable, etc., then do not wait, but write today for catalog and descriptive matter to the

BERNERT MFG. CO.

759-33d St., Milwaukee, Wis.

Everything in Pneumatic Grain Handling Machinery

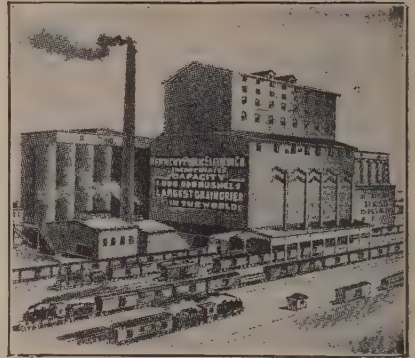
GRAIN Shipping Ledger

Form 24. An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10½x15½ inches, used double.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price \$2.75.

Grain Dealers Journal,

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Dixon's Silica-Graphite Paint

on this elevator. It is the most popular paint with elevator concerns. It is the Protective Paint that gives satisfactory service. A Service Guarantee is the best guarantee.

Once a user of DIXON'S SILICA-GRAPHITE PAINT, always a user. Specify DIXON'S.

Write for Booklet No. 15B.

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6th Street Near Nicollet

MINNEAPOLIS NEWEST HOTEL

325 Rooms, Every Room with private bath
Rates \$1.50 to \$5.00 per day

The DYCKMAN gives more for the money than any hotel in the Twin Cities

Headquarters for the Grain Trade

H. J. TREMAINE, President and Manager

Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER
Box 404 South Bend, Ind.

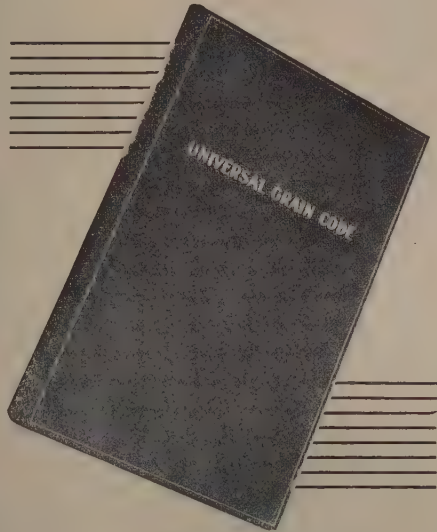


I Am the Man You Want

I can fill that position you have open—fill it perfectly, to your satisfaction. Tell me where to find you in a

**Grain Dealers Journal
Want Ad.**

A Most Welcome Christmas Gift

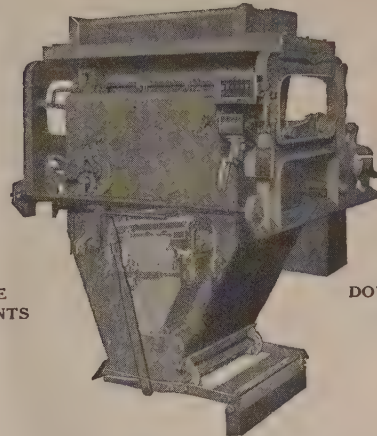


Your friends in the trade would appreciate a gift from you that would save them money every day in the year. Having their business interests at heart in selecting a Christmas gift would naturally leave the impression that their business entrusted to you would have the same thoughtful, careful attention. If you are willing to further the interests of your customers thereby increasing their profits, you do much to earn their friendship, confidence and business.

The Universal Grain Code, designed for the convenience and protection of the milling and grain trade, contains 13,745 code words for expressing as many phrases. Its arrangement and combinations of phrases will secure for its users large savings in time and tolls, and leave fewer opportunities for error than any grain code now in use. It is printed on 146 pages of bond paper and bound in flexible leather. Price \$3.00. Buying in quantities affects a reduction in the price. The purchase of one dozen or more copies will earn name stamped in gold leaf on cover, free.

The season of good will is upon us. Figure up how many toll savers you will need for your customers and let us quote you price.

Grain Dealers Journal
305 So. La Salle St. Chicago, Ill.



DOUBLE
COUNTS

DOUBLE
CHECKS

Richardson TYPE Registering Scales

represent a very high point in Weighing Efficiency. The double counting system is especially valuable.

RICHARDSON SCALE CO.

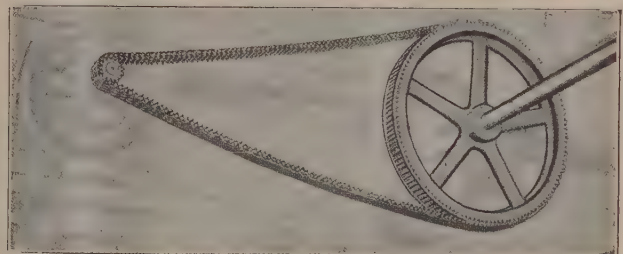
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Silent Chain Drives

— for —

Power Transmission

The most modern method for obtaining the full use of your electric current through your motors to your machinery.

Cut steel pinions, cast iron cut sprockets and the best made Silent Chain make **AMERICAN HIGH SPEED SILENT CHAIN DRIVES** the ultimate solution and afford the final overcoming of your power transmission problems.

NOISELESS — COMPACT — POSITIVE — EFFICIENT

For use in driving Belt Conveyors, Legs, Screw Conveyors, Power Shovels, Fans, Hoists Lineshafts, etc.

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Commercial Drive Division

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Factory—Indianapolis, Ind.

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*Be Satisfied This Season!***"YOUNGLOVE does all the
Contract calls for and MORE."**Concrete and Tile
Quick ServiceCribbed and Balloon
Guaranteed Work

REPAIR SPECIALISTS

YOUNGLOVE CONSTRUCTION CO.

412 United Bank Bldg.

SIOUX CITY, IOWA.

A Reliance Owner*"a successful grain man"*

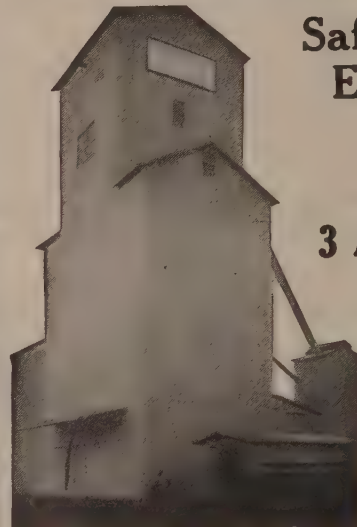
The owner of a Reliance elevator handles grain on a bigger margin, because his operating expenses are lower.

**Reliance
Construction Co.**
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Indianapolis :: Indiana

Grain Elevators

of any size and any type

Designed and Built for**Safety,
Economy,
Utility****THE
3 AMERICAS
CO.**Builders of
Better
Elevators122
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Tell us what you need for your elevator
and we will tell you where to get it.

**ELEVATOR
CONSTRUCTION
SPECIALIST
SINCE
1881**

"HAVE IBBERSON BUILD IT"

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Designers and Constructors of
GRAIN ELEVATORS

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MODERN GRAIN ELEVATORS

Plans Submitted

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We help you remodel to get the
greatest efficiency from the plant
you have.

WRITE TODAY

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White Star Company

"Builders of Good Elevators"
WICHITA, KANSAS

**Our New
Booklet of
Elevator
Construction**

Write for Catalog C-2.

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Form 321 is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that the buyer by adding up columns may quickly determine the number of bushels of each kind of grain on hand. Columns are also provided for date, name, gross, tare, net pounds, price, amount paid and remarks.

The book is printed on Linen Ledger paper, well bound with leather back and corners. Each of its 160 pages is 9x12 inches, giving room for recording 3200 wagon loads.

Order Form 321 . . . Price, \$1.75

GRAIN DEALERS JOURNAL, 305 So. La Salle St., Chicago, Ill.

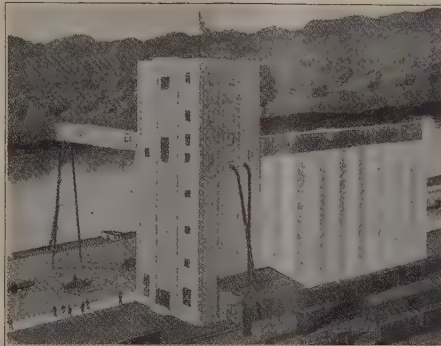
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When Better
Elevators are
built, Burrell
will build them
Ask those who have them
Over 600 in use today.

**Burrell Engineering &
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(Opp. Board of Trade)
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Toltz Engineering Co.

Designers of

Fire-Proof Grain Elevators

St. Paul, Minn.

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"Each Part Designed By a Specialist"



**THE CHEAPEST Elevator in the End
Is Steel Construction
WHEN BUILT RIGHT**

It Does Not Burn.
It Preserves the Grain.
It Does Not Crack.
It Saves Insurance.
It Has a Large Salvage Value
if taken down.

LET US FIGURE WITH YOU
MINNEAPOLIS STEEL & MACHINERY CO.
29th Street near Lake Minneapolis

WE KNOW HOW TO BUILD THEM RIGHT

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ELEVATORS Fireproof
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Any Size or Capacity
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Grain Elevator Builders
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K. H. Birchard
CONTRACTOR Grain Elevators.
Especially Designed for Economy
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LINCOLN, NEB.

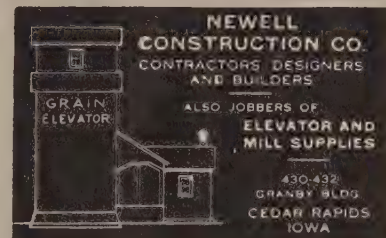


Are You Wasting Money?

Operating machines and shafts
that could stand idle at least
a part of the time. Equip
your plant with Tester
Clutches and start saving
money. Get our Free Booklet.
Decatur Foundry, Furnace & Machine
Co., Dept. D, DECATUR, INDIANA

THE
STEPHENS
Engineering Company
Designers and Builders
GRAIN ELEVATORS
Monadnock Bldg., Chicago

BETTER ELEVATORS
ARE Being Built and
W. H. CRAMER is Building them
NORTH PLATTE, NEB.



**If you have
a good thing**

**Tell the Grain Dealers—
They'll do the rest—**

Advertising is the quickest
and best way—but it must be
the right kind of advertising.

If you have spent your good
money without satisfactory re-
sults, it's a case of wrong article
or wrong advertising.

The easiest, most direct,
most popular and most effective
way to the grain dealer is The
Grain Dealers Journal route.

Try it.

"Hydrite" Your Elevator. Prevent that LOSS
and off-grade grain by making your pit and walls waterproof

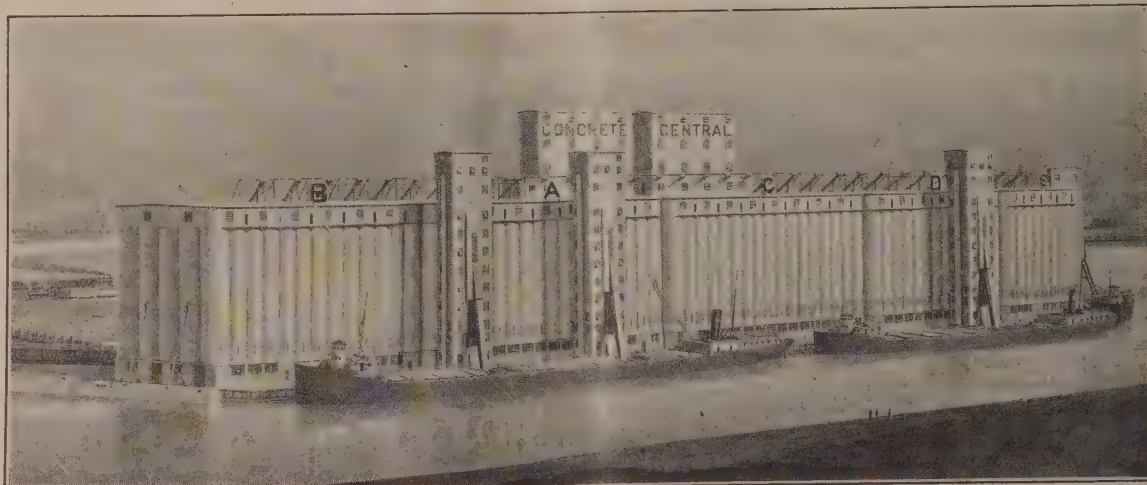
THE WATERPROOFING COMPANY OF AMERICA

1063 McCormick Bldg.

CHICAGO, ILL.

BUYERS AND SELLERS

of grain elevators. You can make your wants
known quickly by advertising in the "Elevators
for Sale and Wanted" columns.



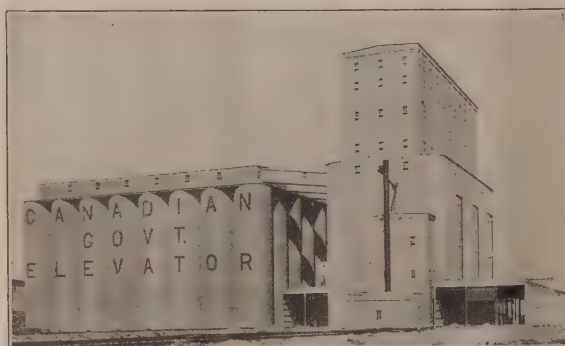
CONCRETE-CENTRAL ELEVATOR—BUFFALO

	ORIGINAL CONTRACT	ADDITIONS
Concrete-Central	Sec. A, 1915	B, 1916. C, D, E, 1917
Shredded Wheat	1911	1913 & 1914
Connecting Terminal	1914	1916
A. J. Wheeler	Monarch Elevator	Wheeler Elevator
Superior	1914	1916
Archer Daniels Linseed Co.	1915	1916
The Record of Satisfactory Work		Its Reward

MONARCH ENGINEERING COMPANY

Chamber of Commerce

BUFFALO, N. Y.



Terminal Elevator, Calgary, Alta., 2,500,000 Bushels Capacity. Recently Completed.

WE BUILD REINFORCED CON-
CRETE STRUCTURES OF ALL TYPES

Grain Elevators, Mills and Industrial Plants a Specialty

Our Engineering Department is ready to solve
your problems and furnish preliminary estimates

JANSE BROS., BOOMER, CRAIN & HOWE
GENERAL CONTRACTORS

717-718 Dime Savings Bank Bldg., Detroit, Mich.

Also Zeigler Block, Spokane, Wash.

Mackie Block, Calgary, Alberta

Canadian Government Grain Elevator Port Arthur, Ontario

Capacity 3,500,000 Bushels

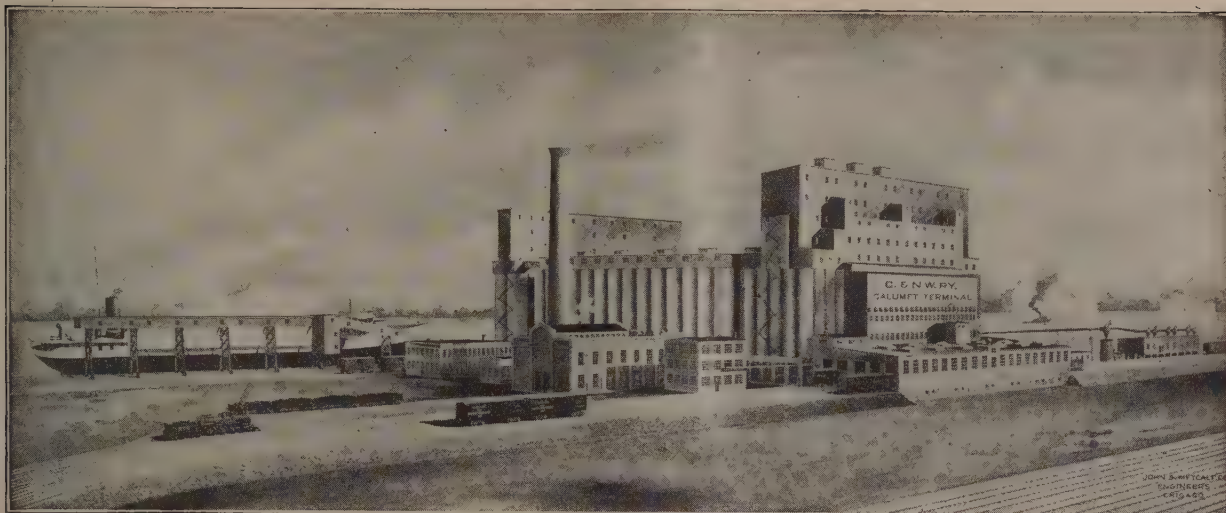
The Last Word in GRAIN ELEVATORS

Designed and Built by

Barnett-McQueen Co., Limited

OFFICES { FORT WILLIAM, ONT.
DULUTH, MINN.
MINNEAPOLIS, MINN.





C. & N. W. RY. Calumet Terminal Elevator
South Chicago, Illinois

Now under construction. Total Capacity of Completed Plant: 10,000,000 Bushels. To be operated by the Armour Grain Company of Chicago.

Designing and Consulting Engineers for Entire Work
John S. Metcalf Company, Limited
GRAIN ELEVATOR ENGINEERS

54 St. Francois Xavier Street, MONTREAL, CANADA

108 South La Salle St., CHICAGO, ILL., U. S. A.

35 Southampton St., LONDON, W. C., ENGLAND

WITHERSPOON-ENGLAR CO.

Built this Daylight, Fireproof Milling Plant for the Southwestern Milling Co., Kansas City, Kans.

Capacity, 400,000 Bus.—400 Bbls.

Electrically Driven and Modern in Every Respect.

WITHERSPOON-ENGLAR CO.

1247 Monadnock Bldg. CHICAGO, ILL.

Builders of Modern Fireproof
MILLS AND ELEVATORS



The 2,000,000 Bushel WESTERN MARYLAND ELEVATOR at Baltimore

Designers and Builders

JAMES STEWART & CO., Inc.

GRAIN ELEVATORS

BUILT IN ALL PARTS OF THE WORLD

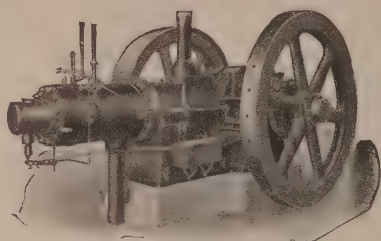
GRAIN ELEVATOR DEPT.,

15th Floor Westminster Bldg.

CHICAGO

W. R. SINKS, Manager





**MONEY
MAKING
MUNCIE**

These Chilly Mornings

bring out the value of an up-to-date engine in the elevator. Is your power plant one of the thousands which require an hour's warming, priming and cranking—seasoned with plenty of cussing—or do you use the

MONEY MAKING MUNCIE OIL ENGINE

The MUNCIE is self starting, igniting and oiling, eliminating every undesirable feature of the old gasoline engine, and it is just as efficient in the coldest winter weather as in the heat of midsummer.

Muncie Oil Engine Company

516 Jackson Street

Muncie, Ind.

OTTO Engines are continuously reliable. They are practically free from repairs, and have an exceptionally long life.

OTTOS are sturdy. They are much heavier per horse power. They run at moderate speed, which reduces vibration, and their long stroke results in increased efficiency.

Many of the original OTTOS are still in service after forty years, and are still good for many years to come. Performance like this has placed over 100,000 OTTO Engines in the hands of satisfied users.

No matter what size or type of gas or gasoline engines you need, it will pay you well to investigate OTTOS carefully.

The OTTO Gas Engine Works

Main Office and Works . . . Philadelphia
15 and 17 So. Clinton Street . . . Chicago
114 Liberty Street . . . New York

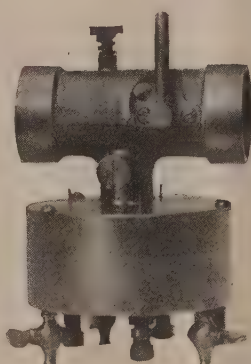
OTTO
E Gas and Gasoline
Engines

What Does Your Fuel Cost?

It costs "60%" too much, unless you are using the

American Kerosene Carburetor

YES! We guarantee it, and give 30 days C. O. D. trial.



Mail Your Order to the

Kerosene Carburetor Co.

FRANKFORT, INDIANA

References: The American National Bank,
Frankfort; Dun or Bradstreet

Have You Seed For Sale?

Do You Wish To Buy Seed?

See our "Seeds For Sale—Wanted" Department
This Number.

HALL SPECIAL Elevator Leg

COSTS LESS to BUILD, LESS to OPERATE, LESS to MAINTAIN.

Elevates as much as **any** other leg **double** its size.

Elevates constantly **WITHOUT ATTENTION; WITHOUT STOPPING; WITHOUT CHOKES.** Capacity guaranteed in your elevator.



We assert from knowledge born of many years' experience, that the

HALL SIGNALING NON-MIXING GRAIN DISTRIBUTOR

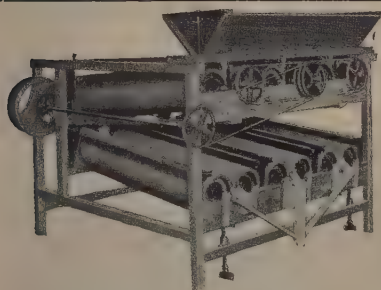
is the most efficient grain handling device ever built. The statement is strong, but it is the simple truth, and is believed by every user of the HALL DISTRIBUTOR.

Your doubts, if you have any, will be set at rest forever, when we put a Hall at work for you.

And you will save more money than you think.

Write for our Catalogues today.

Hall Distributor Company, 222 Ramge Bldg., Omaha, Nebraska



King Seed Cleaning Machines

are built along the simplest lines, eliminating all wear except on the reel coverings. With ordinary usage these will last from 3 to 5 seasons.

Passage of seed to be cleaned is increased or diminished by raising or lowering the reels, according to the amount of dirt or foreign matter in the seed.

Shafting is operated in babbitted boxes and, as it operates at a low rate of speed, less than 1 h. p. is required to run the largest machine. *May we tell you more about it?*

THE KING MANUFACTURING COMPANY

NORTH VERNON

INDIANA

Gerber Spouting Has No Equal

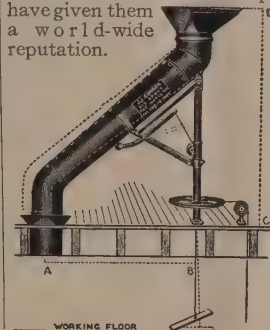


The Patent Flexible Chain Telescope Car Loading Spout is the best, yet cheapest, as it will outwear two ordinary flexible spouts. Made of special metal.

Every spout guaranteed as represented.

The Latest Improved Distributing Spouts

will absolutely prevent the mixing of grain. The best of material and workmanship have given them a world-wide reputation.



Don't accept those "almost as good." For satisfaction, get the genuine, made by

J. J. GERBER

MINNEAPOLIS

MINNESOTA

Prevent
CLAIM LOSSES
with

TYDEN CAR SEALS

Bearing shipper's name and consecutive numbers.

6000 SHIPPERS
Are now using them,
Write for samples
and prices.



INTERNATIONAL SEAL & LOCK CO.

Chas. J. Webb, Vice-President
617 Railway Exchange Bldg. CHICAGO, ILL.

It's Bad Business
to guess at the amount of
moisture in the grain you
buy. Install a

Flint-Brown-Duvel
Complete Moisture Testing
Outfit as Shown. \$20.00 Net
C. J. De ROO & SON
Flint, Mich.



**Why not
put
your announcement
here.**

Grain Elevator Equipment

of all kinds, ready for immediate shipment.
Look over your plant and see what you need.

Steel Spouting Steel Boot Tanks
Steel Loading Spouts
Elevator Boots Manlifts
Swinging and Hanging Tensions

We will gladly mail you our catalog describing our complete line. Write for it.

HASTINGS FOUNDRY & IRON WORKS

Hastings

Nebraska

Shippers' Record Book

is designed to facilitate the bookkeeping of grain shippers and to minimize the labor of keeping a complete record of each car shipped. The book is 9 1/2 x 12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2900 carloads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH" and at top of facing page, is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Order Form 20. Price \$2.00.

GRAIN DEALERS JOURNAL

315 S. La Salle Street

CHICAGO, ILL.

-buy U. S. Advertised goods

WEBSTER BELT CONVEYORS



HAVE BEEN THE STANDARD OF QUALITY FOR
FORTY CONSECUTIVE YEARS

A complete line of idlers, trippers and driving mechanism developed by years of experience to a high degree of excellence.

The Webster M'f'g Company

(149)

Chicago

Tiffin, Ohio

New York

The WILFORD is the Acknowledged Best Grain Cleaner and Separator



When it comes to buying a grain cleaner and separator, an ounce of satisfactory performance and practical experience is worth more than a pound of theory and "hope to make good." In offering you the WILFORD we are not banking on probabilities, something we "think" or "hope" will give complete satisfaction—but on a grain cleaner that has been put to the test by several of the largest grain elevators in the world, and not only made good, but exceeded all expectations.

These cleaners are in operation in the B. & O. and Western Maryland elevators at Baltimore. They are running daily, while cleaners of other makes lie idle. The U. S. Dept. of Agriculture in Baltimore also is using one.

Surely you do not need stronger evidence that the WILFORD is the machine for you. Write and ask us more about it.

A. WILFORD & CO.

1413-1415 Haubert St.
Baltimore - Maryland

Coal Handling Machinery



No matter what your tonnage may be we have Machinery to meet your individual needs.

Small Pockets erected in connection with ground storage sheds, can be profitably equipped with Elevating and Conveying Machinery, cutting handling costs and breakage to the minimum.

Write us your present conditions and we will submit our recommendations for you to consider—no charge for this service.

For prompt attention address our nearest office.

Catalogs mailed on request

GIFFORD-WOOD CO.

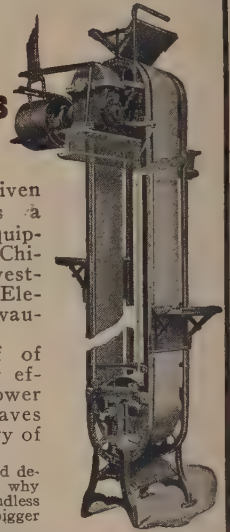
Chicago Office: 565 W. Washington St.

Hudson, N. Y.
Boston

New York
Rochester, N. Y.

Scranton, Pa.
Philadelphia

The Humphrey Employee's Elevator



again was given preference as a part of the equipment of the Chicago & Northwestern Railway Elevator at Milwaukee.

This is proof of the Humphrey efficiency in power man-lifts. Saves time and energy of workman.

Write for prices and detailed information why the "Humphrey" Endless Belt Route means bigger profit to the owner.

NUTTING TRUCK CO.

Dept. G

SOLE MANUFACTURERS

FARIBAULT

MINNESOTA

Also Manufacturers of a Complete
Line of Floor Trucks

BOWSER FEED MILLS

**GROW
HEALTHY
STOCK**

Crush ear corn (with or without shucks) and grind all kinds of small grain.

Handy to operate—lightest running. 10 sizes: 2 to 25 h. p., capacity 6 to 200 bushels. Conical shape Grinders. Different from all others.

Write for Catalog
and folder about the value of
different feeds and manures.

The N. P. BOWSER CO.
South Bend, Ind.



KENNEDY CAR LINERS

Prevent Leakages

Avoid Claims

Saves Money

Used by Thousands of
Progressive Shippers

MADE BY

**THE KENNEDY CAR
LINER & BAG CO.**

SHELBYVILLE, INDIANA

Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE

OHIO elevator and coal business for sale; good location, small town; sold 4 cars coal last year. Inquire W. H. Hill, Oakwood, Ohio.

OKLAHOMA one good elvtr. well located, 15,000 bu. cap. Owner wants to sell and will make price right. Address Grain Box 5, Grain Dealers Journal, Chicago.

MICH. BARGAIN—Will sell 15,000 bu. bean and grain elevator at once; town 30-000, one other elevator. Address Don, Box 10, Grain Dealers Journal, Chicago.

FOR SALE—15,000 bu. Elevator, modern, in the best grain country in Central Indiana; dirt cheap if sold at once. Address Thorn, Box 10, Grain Dealers Journal, Chicago, Ill.

CHOOSE YOUR ELEVATOR from the many offered. Insert an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, and select one at a satisfactory price and station.

ILLINOIS—On account of death of our Mr. John Ervin, elevator at Tuscola, Ill., situated on I. C. track, is for sale; 4 dumps, 2 elevators, electric power (35 horse), gravity load, private track, good repair; storage for 15,000 bu. ear corn; 15,000 bu. shelled; machinery good. Address R. & J. Ervin, Tuscola, Ill.

KANSAS—For sale, my 20,000 bu. crib elevator, 20 h.p. gas engine, sheller, cleaner, car loader, feed grinder, three stands elevators, generator for town lighting, moving picture outfit, warehouse and coal bins; all on private owned ground, only elevator in town; local business is good income; good wheat and corn this year. Address Geo. B. Harper, Silver Lake, Kans.

FOR SALE—20,000 bu. elevator in southeastern part of S. D., a very heavy grain station; will handle 30,000 bu. this year; electric power and lights; coal and stock business in connection. This is a bargain; reason for selling, not sufficient capital. Price \$6500. Possession Jan. 1st, 1917. Address Wave, Box 11, Grain Dealers Journal, Chicago.

CENTRAL IOWA—Two elevators in adjoining towns run as one business, motor-power; good town to live in, clean, steady, profitable shipping business. Will interest you if looking for something good. Price for both \$11,000. Satisfactory reasons for selling. Don't write unless you mean business. Address C, Box 10, Grain Dealers Journal, Chicago, Ill.

INDIANA—You are looking for us if you want the biggest elevator opportunity in the state of Indiana. We have a modern 10,000 bu. cap. cribbed steelclad elevator with warehouse, corncrib, coal sheds on the Wab. R. R. in northern Ind., using kerosene power, 1-35 horse Lambert and 1-6 horse Burnoil engine, dump, sheller, feed grinder; all new; cleaner and 6 elevator legs. Handling flour, feed, coal, tile, cement, fertilizer, limestone, sand, and roofing as side lines; handling 100,000 bu. grain and doing \$100,000 business annually; with privilege of buying two choice residences. \$6500 will buy business as it stands. Excellent reasons for selling. N. L. Layer & Son, Wyatt, Ind.

ELEVATORS FOR SALE.

STRAWN, ILLINOIS—New elevator, 60,000 bu. cap., situated on the Wabash R. R. Must be sold to close a bankrupt. For particulars, inquire of T. J. O'Connor, Trustee, Chatsworth, Ill.

FOR SALE—Line of grain elevators in Indiana with coal business connected. Will sell all together or any one station separate; good business and territory. Address X, Box 10, Grain Dealers Journal, Chicago.

FOR SALE—Elevator located in one of the best Corn, Wheat and Oat sections in Ohio; big retail coal and feed business. Good money maker, price attractively low. Address Low, Box 10, Grain Dealers Journal, Chicago, Ill.

MONTANA—Small elevator for sale near tracks in thriving Montana town, suitable for a feed mill and seed handling proposition or general grain business when spur is built to the house. Very small investment required. Address Spur, Box 9, Grain Dealers Journal, Chicago, Ill.

COLORADO—For Sale 25,000 bu. elevator with fuel and feed business, in the famous Arkansas Valley. Good town, wideawake, healthy climate. Doing good business, thoroughly equipped. Good reason for selling. This is a money maker. Address J. B., Box 4, Grain Dealers Journal, Chicago.

CENTRAL KANSAS ELEVATORS—Three good grain elevators, combined capacity 25,000 bu., handle about 250,000 bu. annually; now running; good competition and money-makers. Best of reasons for selling. Close to Wichita and Kansas City markets. Address W. L. Scott & Sons, Grain Co. Wichita, Kans.

FOR SALE—Modern 12,000 bu. cap. elevator, Northeastern Kansas; two large dumps, two elevator legs, Western corn sheller and cleaner, wheat cleaner, manlift, hopper scales, 18 horse gasoline engine, 10,000 bu. outside double shingle roof corn crib on stone foundation, stock yards, feed troughs and sheds for two car loads of cattle; new coal bins for 10 cars coal. All on private land. Will sell at a bargain. Address S, Box 10, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

Location.	State.	Capacity.
Perkins	Iowa	18,000 bu.
Hinton	Iowa	22,000 bu.
Alvord	Iowa	25,000 bu.
Sioux Center	Iowa	20,000 bu.
Gerretson	South Dakota	22,000 bu.
Sherman	South Dakota	40,000 bu.

These elevators will warrant careful investigation. Correspond with us at 1108 First National Soo Building, Thorpe Elevator Co., Minneapolis, Minn.

ELEVATORS WANTED.

WILL trade 320 acre farm near DeWitt, Carroll Co., Mo. for 1 or more elevators or 1 elevator and good coal and feed business; elevators must be good and show a good business. Prefer to deal with owner. I mean business and will trade if you have something good. Write J. E. Audsley, DeWitt, Mo.

Somebody's always hunting an elevator, and there is no wrong time of the year to put an ad in the "Elevator For Sale" columns of the Journal.

ELEVATOR BROKERS.

SELLERS list your elevators and buyers buy your elevators thru John A. Rice, Frankfort, Ind.—Reliable Broker 10 years.

LIST YOUR ELEVATORS AND REAL ESTATE WITH ME FOR RESULTS. NAT P. CLAYBAUGH, ELEVATOR AND REAL ESTATE BROKER, Board of Trade Bldg., Frankfort, Ind.

JAMES M. MAGUIRE, 6454 Minerva Ave., Chicago, Ill., would like to have a few more medium priced elevators for sale, on which good terms can be given. If you wish to buy, let me know what you can pay and I'll try to suit you.

BUSINESS OPPORTUNITIES.

FOR SALE—Seventy-five barrel flour mill with elevator and coal yard in connection. Mill bldgs. brick. Plant in active operation, with good local trade. Must be sold at once. Write A. M. G., Box 2, Grain Dealers Journal, Chicago.

WHATEVER your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,300 grain men look to these columns twice a month for real opportunities.

FOR SALE

A very desirable property, size 338x216 feet with elevated trestle 175 feet long by 26 feet high, within one block of the Baltimore & Ohio Railroad's passenger station (Delaware Ave.), Wilmington, Del. This property is very accessible to all parts of Wilmington and suitable for the following: Manufacturing, Cold Storage, Ice, Lime, Sand, Cement, Grain, Feed and Lumber. Now used as a coal yard.

JOSEPH H. GOODING
Scott, 13th and 14th Sts. Wilmington, Del.

MILLS FOR SALE.

FOR SALE—75-bbl. mill, cheap. Good reason for selling, plenty wheat at mill. Blue Rock Milling Co., Blue Rock, Ohio.

FOR SALE 150-bbl. flour mill, situated in Kansas wheat belt, in operation; money maker. Address Bee, Box 6, Grain Dealers Journal, Chicago.

FOR SALE or trade, 75-bbl. mill at Schell City, Mo. No competition; want merchandise or land. Price \$12,000. Wm. H. Anthony, Eldorado Springs, Mo.

FOR SALE—50-bbl. flour mill with 300 bu. meal outfit; good wheat section, town of 5,000. Electric power; just been remodeled and overhauled. Alsop Bleacher, Crewe Roller Mills, Crewe, Va.

FOR SALE—One of the best 50-bbl. Flour Mills with 10,000-bu. elevator in Southern Minn. Bears closest investigation. Gibbon Roller Mills, Gibbon, Minn. Otto Pless, Prop.

FOR SALE—Good waterpower 25-bbl., full process flour and feed mill with 16 acres land; good locality and doing good business every day. Includes 7 rm. house. E. E. Ulsh, Belleville, Mifflin Co., Pa.

Whenever there is a real opportunity of interest to the grain trade it is usually registered in the "Wanted—For Sale" columns of the Journal.

HELP WANTED.

WANTED—Elevator man who thoroughly understands mixing of grain and running cleaning machinery. Single man preferred. Address Box 205, Manitowoc, Wis.

EXPERIENCED grain man, active, keen-minded, must write good English and use camera, to travel and report on trade conditions, methods and facilities of grain dealers. Address AA-1 Solicitor, Box 11, Grain Dealers Journal, Chicago.

WE can use a first-class field seed salesman during the active seeding season; must have had experience selling timothies, clovers and grass seeds; strictly temperate, reliable and of good habits; give full ref., experience and territory traveled. Address Field, Box 11, Grain Dealers Journal, Chicago.

SITUATION WANTED. WITH INVESTMENT.

WANTED by young experienced country grain man, investment of services and money in grain or lumber business which will stand investigation. Address N. M., Box 11, Grain Dealers Journal, Chicago.

WANTED.

WANTED—By a single millman with 15 years experience to buy an interest in a 25-bbl. Midget-Marvel mill, or will join party building new plant in town of not less than 1,000 inhabitants. Southeastern states preferred. Werner Klinger, Payette, Idaho.

PARTNERS WANTED.

WANTED to go into the grain or lumber business with someone who has a good point and can furnish most of the capital. Look me up and see if we cannot make a deal beneficial to both; 14 yrs. experience in grain and coal, mostly with Farmers Elevator Co. 33 yrs. old, married. Address Lock Box 43, Blencoe, Iowa.

WANTED—Partner in a 200-bbl. Roller Mill, with elevator, also electric light plant in connection for lighting city; in a thrifty town; a paying proposition. Would sell mill and elevator without light plant; would sell whole entire plant, but prefer to sell one-half interest; would rent mill and elevator, oil engines for power. Anyone looking for a paying proposition will do well to investigate. Address Mill, Box 11, Grain Dealers Journal, Chicago, Ill.

SCREENINGS WANTED.

WE ARE IN THE MARKET for clover seed screenings now, and for the coming season. We will either contract for your entire output or buy your different lots by sample. It will be to your interest to confer with us before making any disposition of your screenings and low grade seeds. We will be glad to hear from you. King Seed Co., No. Vernon, Ind.

SECOND-HAND BAGS AND BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

SITUATIONS WANTED.

WANTED—Position as Manager of Elevator; 7 years experience; 45 years old. Good ref. furnished. Address Son, Box 10, Grain Dealers Journal, Chicago.

WANTED—Position with good grain firm as Mgr. of Elevator or in office of good comm. firm. 10 yrs. exp., good ref. Address Gall, Box 9, Grain Dealers Journal, Chicago.

WANTED—Position as Gr. Station Mgr. with some reliable firm. Experienced in grain, feed and coal business; gilt-edge recommendations furnished if desired. Address Box 46, Belmont, Kans.

A MAN of wide experience in the grain business will accept a position as manager of an elevator doing a large business. Address Squair Deal, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as Manager; 17 years' experience in Milling and Elevator business; best of references as to character and ability. Address Wade, Box 7, Grain Dealers Journal, Chicago.

POSITION wanted as Mgr. of elevator or solicitor for good live grain house. 2 yrs. exp. in elevator work, one yr. in Nebr. and one yr. in Ill. A-1 ref. Address Bush, Box 9, Grain Dealers Journal, Chicago.

WANTED—Position as manager of elevator. 10 years' experience; age 31 yrs., speak English and German; can show results. Open for good first class position only, after March 1st, 1917. Address Lock Box 1, Leonore, Ill.

HAVE a good position, but would like a change where there are good schools; 20 yrs. exp. in grain and side lines. Would like to correspond with a good firm that will need a man by June 1st. Address June, Box 10, Grain Dealers Journal, Chicago.

WANTED—Position as traveling solicitor; experienced. Reference present employer, thirty-five years old; steady worker. Would like to make change. Address Spring, Box 8, Grain Dealers Journal, Chicago.

WANTED—Position as Mgr. of Gr. Elevator. Prefer Kansas location but will consider other points. Thoroughly exp. in grain, feed, lumber and implement business. American, 37 yrs. old, married. Can furnish A-1 ref. Address Stratton, Box 9, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as traveling solicitor with a good grain firm; have had 14 years' experience in grain elevator work. I would go for three mo. approval, for I know I can get the business. Can start Jan. 1st. Address Rob, Box 11, Grain Dealers Journal, Chicago, Ill.

WANTED—Position by man with 16 yrs. exp. in the grain business; 37 yrs. old, married; at present manager of elevator; would like to connect with private company where there would be chance for advancement. Thoroughly competent. Address Aisle, Box 8, Grain Dealers Journal, Chicago.

WANTED—Position as elevator manager by man 40 yrs. old; now employed, but wish to change after Dec. 1st, 1916. (Farmers Elevator preferred.) 15 yrs. experience handling grain and stock in corn belt. Address Change, Box 9, Grain Dealers Journal, Chicago, Ill.

ARE YOU looking for a position in any branch of the grain business? If you are send us your name, address, nationality, languages spoken, experiences, salary expected, references, in fact any information that will help an employer to form an idea of your ability to serve him. We will keep this information on file and from time to time place you in touch with elevator owners who seek competent help. This service will be absolutely free, placing you under no obligation whatever. Write today and get in line for a good position. Address—The Want Ad Man, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

AM LOOKING for position in city or country elevator. Can manage and run an elevator, have had good experience and can furnish A-1 references. Reasonable salary. Write H. A. Asling, Yocemento, Kans.

SCALES FOR SALE.

FOR SALE—Avery Automatic scale, capacity 700 bushels per hour. Practically good as new. Make us an offer. J. A. Meadows, New Bern, N. C.

ARE YOU a quick buyer who can tell a bargain? If so, we offer you
1-100 ton 46 refitted Fairbanks
Track Scale with recording beam
and steel frame.....\$450.00
1-500 bu. refitted Howe Hopper
scale\$125.00

We also have some dandy bargains in refitted Wagon scales. Dormant scale and
HOWE SCALE COMPANY
office safes. Write us your wants.
St. Louis, Mo.

DYNAMOS—MOTORS

FOR SALE—One 15 h. p. 3 phase 60-cycle 220 volts—1200 R. P. M. A. C. electric motor; almost as good as new and in good working condition; will sell cheap for quick sale. W. W. Little, Tipton, Ia.

INFORMATION BUREAU

READERS DESIRING to learn by whom, or where any grain handling machine or device is made, can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

MACHINES FOR SALE.

FOR SALE—One Monitor Dustless Warehouse Separator No. 3 in good condition, with full set of screens. Bay City Grain Co., Bay City, Mich.

FOR SALE—One No. 174 Double Receiving Separator, made by S. Howes Co., been used day; cost \$122, will sell cheap. Address The Wetsel Seed Co., Inc., Harrisonburg, Va.

ELEVATOR AND MILL EQUIPMENT at sacrifice prices.

- 1 No. 2 B. "Monitor" Double Flax Separators with Sieve Cleaners. Cap. 125 to 300 bu.....\$210.00
- 1 No. 169 "Eureka" Counterbalanced elevator Separator. Cap. 900 to 3,000 bu..... 275.00
- 1 No. 5 "Invincible" Dustless Warehouse Separator. Cap. 800 bu. per hour 220.00
- 1 No. 6 "Invincible" Dustless Warehouse Separator. Cap. 1,000 bu. per hour 250.00
- 1 No. 7 "Invincible" Dustless Warehouse Separator. Cap. 1,500 bu. per hr. 295.00
- 1 No. 153 "Barnard & Leas" Perfected Whse. Separator, 120 to 400 bu. per hr. 120.00

All above machines rebuilt and guaranteed for all practical use as GOOD AS NEW.

Shipped to responsible parties on 30 days time.

10-10-ft. lengths, 9" R. H. Conveyor, each, \$6.00.

6-10-ft. lengths, 9" L. H. Conveyor, each \$6.00.

5 12-ft. lengths, 14" R. H. Conv., 3" pipe, \$14.00.

4 12-ft. lengths 14" L. H. Conv., 3" pipe, \$14.00.

9 12-ft. lengths, 16" R. H. Conv., 3" pipe, \$16.00.

5 12-ft. lengths, 16" L. H. Conv., 3" pipe, \$16.00.

Used, guaranteed as good as new. Everything for Flour Mills, Feed Mills and Elevators.

B. F. Gump, Co.,
431-437 So. Clinton St., Chicago.
Established over 44 years.

MACHINES FOR SALE.

FOR SALE—2 sets of rolls for oats and corn; 3 molasses tanks; 1 corn sheller; 1 molasses alfalfa meal mixer; 1 elvtr. leg; 1 machine for sprouting grain; conveyors and shaftings. Wm. Rotsted, 559 Surf St., Chicago, Ill.

FOR SALE—One Temple Pump Co. 10-horse two cylinder gas engine \$125, one Nordyke-Marmon plantation mill \$65, or the two together \$175; also belts, line shaft pulleys and hangers, all in good shape. T. S. Spencer, Afton, Iowa.

FOR SALE

- 1—Iron-split loose pulley, 40"x10", 2 3-16" bore, new.
- 1—Great Western Chain Conveyor and Feeder, minus chain, good as new. H. B. Campbell, Welch, Okla.

FOR SALE.

- 1 35-h. p. steam engine, good as new.
- 1 35-h. p. Power Boiler, first class shape. 150 ft. chain with buckets attached, both in good shape.
- 1 Cast Iron Boot with cog wheels for chain and buckets; also elvtr. head with cogs.
- 1 Car Loader in good shape. Have put in gravity loading spout.
- 1 Invincible Dustless double receiving cleaner, in good shape.
- 1 B. & L. Corn sheller, and cleaner combined, good as new. Connell & Anderson Grain Co., Bentonville, Ind.

1—16" B. B. Attrition Mill & Drive \$220.00
 1—22" Ball Bearing Attrition Mill 210.00
 1—24" Ball Bearing Attrition Mill 300.00
 1—No. 5 Knickerbocker '05 Dust Col. 40.00
 All f.o.b. shipping point subj. to prior sale, 1/4 cash, balance your own terms. Many other bargains on Rebuilt Attrition, Roller, Burr Feed Mills, Reels, Separators, Driers, Packers, Scourers, Feeders, Mixers, Dust Col., Supplies, etc. Complete equipments scientifically arranged for modern Flour & Cereal Mills, Molasses Stock, Poultry Feed & Fertilizer Plants, Plans, Specifications and Flow Sheets. Write us now. "Builders of Better Mills." George J. Noth, Manager, No. 9 South Clinton St., Chicago, Ill.

BARGAINS IN MACHINERY.

- 1—Invincible Screen Gravity Separator (Double).
 - 1—Invincible Screen Gravity Separator (Single).
 - 1—Buffalo Hopper Scale (Cap. 100 bu.).
 - 1—Fairbanks Hopper Scale (Cap. 65,000 lbs.).
 - 4—Success Bolters & Dressers.
 - 1—Richmond Bolter & Dresser.
 - 5—Allis Reels, Size O.
 - 1—Alfalfa Pulverizer (Williams).
 - 1—No. 24 Ohio Ensilage Cutter.
 - 4—Oat Groat Separators (30 compartments).
 - 1—Marsh Pump 9x6x10.
 - 1—Worthington Duplex Pump 9x5 1/2 x10.
 - 1—Victor Wheat Scourer & Polisher No. 4 (B. & L.).
 - 1—16" Monarch Attrition Mill.
 - 1—No. 15 Buffalo Exhauster, inlet 10 1/2", outlet 9".
 - 1—Steel Cut Oatmeal Machine.
 - 1—Eureka Horizontal Brush Machine No. 66 Brush.
 - 1—Monitor Horizontal Brush Machine, No. 4.
 - 2—Sets Flaking Rolls 12x30 and 12x24.
 - 3—Double Stand Roller Mills, Alfsee 9x24 and 7x18 and Great Western 9x24.
 - 2—Eureka Warehouse Separators, one No. 3 and one No. 189.
 - 1—Eureka Milling Separator No. 5.
 - 3—Eureka Hulled Oat Separators No. 3.
 - 2—Prinz & Rau Cockle Separators No. 4 1/2.
 - 1—Prinz & Rau Cockle Separator No. 3.
- Pulleys all sizes, shafting, elevator belt and miscellaneous mill equipment. Morton-Gregson Company, Nebraska City, Nebraska.

Give a Journal "Wanted—For Sale" ad something to do for you—it needn't be something easy.

MACHINES FOR SALE.

FOR SALE—2 double stands 6x16, one double stand 6x15. Ferries improved roller mills complete, one or all, \$30 each F. O. B. cars Union City, Mich. Union City Milling Co.

FOR SALE—1 Beall Elevator Separator, cap. 1000 bu. per hour, \$75. 1-6 h. p. Havana Gasoline engine, \$60 f. o. b. Lippincott, Ohio. Both in good running order. Address Outram & Russell, Lippincott, Ohio.

FOR SALE—One Kelly-Duplex grinder No. 4 with bagger attachment; will grind ear corn; extra good condition, with extra set grinding plates. Cost about \$100, will sell about \$48, f. o. b. here. O. Gandy & Co., South Whitley, Ind.

FOR SALE cheap, guaranteed good condition, one twenty-inch attrition mill, one twenty-inch burr mill, one cob crusher, elevating machinery, pulleys, hangers and belts. Lee T. Ward, Commercial Trust Bldg., Philadelphia, Pa.

STEAM ENGINES—BOILERS.

BIG BARGAIN—\$109.00. One 8x12 steam engine, less the governor. W. J. Tanner, Frankston, Texas.

FOR SALE—One W. T. Adams 50 h. p. automatic engine; one W. T. Adams 80 h. p. boiler; both in first class condition. Maury Milling Co., Mt. Pleasant, Tenn.

WANTED—Second hand 100 to 150 h. p. high pressure boilers; 18 or 20 inch Corliss engines; pipe, 1 to 8 inch; rail; compressors, etc. Landreth Machinery Co., Joplin, Mo.

FOR SALE—Bates-Corliss engine, 18x42, 14 ft. fly wheel, 24" face, now in operation producing about 200 h.p. economically, also one D. C. Generator, 100 amp., 120 volts, 775 R. M. P., complete with switchboard, etc. Corsicana Cotton Mills, Corsicana, Texas.

MISCELLANEOUS.

2949—Cockerels, hens and pullets, 49 varieties chickens, geese and ducks. Eggs in season; seeds and trees. Aye Bros., Blair, Nebr. Box 47. Free Book.

MACHINES WANTED.

WANTED—Flour mill machinery for 25 or 50-bbl. mill. A. F. Koch, Collyer, Ks.

ENGINES FOR SALE.

1—15 h. p. gas engine with gas and gasoline attachment, good as new. H. B. Campbell, Welch, Okla.

FOR SALE—8 h. p. gas engine in A-1 condition; replaced by elec. motor; will sell cheap. Glow Grain Co., Egan, S. Dak.

OFFER 16 h.p. stationary Lambert gasoline engine rebored, first-class condition for \$200 f.o.b. Anderson, Indiana. Elmer G. Porter.

FOR SALE—10 h. p. Charter gas engine complete with tanks, pipes and fittings. Bargain for anyone. Leonore Farmers Elevator Co., Leonore, Ill.

FOR SALE—50 h. p. I. H. C. Gasoline or oil engine run about 18 mo. In perfect condition, can see it running any time. Reason for selling, installing motors. Lee Wolff & Co., Lakeville, Ind.

ANY KIND, ANY SIZE, ANY PRICE gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

GAS ENGINES FOR SALE.

9 h. p. "Challenge" Portable.....\$175.00
 20 h. p. "Nash" Vertical 2 cylinder.. 290.00
 50 h. p. Olds Oil engine..... 900.00
 75 h. p. St. Marys Gas engine..... 700.00
 All in good shape.
 Independent Electric Machinery Co.
 Kansas City, Mo.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.
 25 H. P. Columbus.
 25 H. P. Fairbanks-Morse.
 22 H. P. Fairbanks-Morse.
 15 H. P. Fairbanks-Morse.
 12 H. P. Fairbanks-Morse.
 6 H. P. Fairbanks-Morse.
 4 H. P. Fairbanks-Morse.
 Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

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that will assist it to avoid the snares and pitfalls of new trade highways. Send it the convictions, suggestions and experiences of your brother grain dealers twice each month by subscribing to the

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Name of Firm.....

Capacity of Elevator

Post Office.....

.....bus.

State.....



SEEDS FOR SALE—WANTED

SEEDS WANTED.

POP CORN wanted. Stoecker Seed Co., Peoria, Ill.

WANTED good rye, mail sample and quote best price your track. Seville Milling Co., Seville, Ohio.

WE ARE always in the market for cool and sweet corn, or will dry your corn in transit. Wadsworth Feed Co., Warren, O.

MAMMOTH CLOVER WANTED

Also Red, Alsike, Timothy and Soy beans.

O. M. SCOTT & SONS CO.
500 Main St. Marysville, Ohio.

GRAIN WANTED.

WE ARE operating a branch at Mobile, Ala., Post Office Box 868, with A. T. Kerr, as General Manager. We desire correspondence with responsible shippers of grain; will sell wholesale trade in car load lots. Lyle & Lyle, Huntsville, Ala.

CLOVER INVESTORS

Southworth's Weekly Review summarizes the week's high-lights in clover as reflected in world's leading market. Sample copy on request. Complete hedging, investment, consignment service in clover, alsike, timothy.

SOUTHWORTH & CO., Toledo, Ohio
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THE CRUMBAUGH - KUEHN CO.

TOLEDO, OHIO
We pay top prices for seeds. Your track or Toledo. Send samples.
CLOVER
ALSIKE TIMOTHY ALFALFA
Samples, prices and our market letter upon request. Cash and futures.

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GRAIN
CLOVER AND TIMOTHY SEEDS
Get in touch with us.

FARMER SEED & NURSERY CO.
FARIBAULT, MINN.

Always in the market for Timothy, Clover, Alfalfa, Kentucky Blue Grass and other Farm Seeds. Write us with samples.

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COMMISSION MERCHANTS
Consignments of
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Crawfordsville, Ind.

**CLOVER
WANTED**

Mail samples of identical lots

SEEDS WANTED.

WE want to buy cane seed, kaffir, millet, alfalfa and clover seed. Mail samples and prices to Fort Smith Seed Co., Fort Smith, Arkansas.

WE want to buy cane seed, kaffir, millet, maize, feterita, alfalfa, cow peas, sunflower, clover and cotton seed. Binding Stevens Seed Co., Tulsa, Okla.

WE WISH TO BUY Red, Alsike and Bastard Clovers, Timothy, Cocksfoot, Meadow fescue. John Lytle & Sons, Ltd., Belfast, Ireland.

WE WANT snap and shelled corn and alfalfa hay. Texas RRP oats and cow peas for sale. Reinhardt & Company, McKinney, Texas.

WE ARE in the market for a quantity of Sudan Grass Seed. Advise quantity you have and price. Robinson Bros., Lubbock, Tex.

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NEW CROP MICHIGAN GROWN
YOUNG-RANDOLPH SEED CO., Owosso Mich

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We are in the market and prepared to pay cash for any quantity of Timothy, Clovers, Timothy and Clovers mixed, Millet and Sudan Grass - also other field seeds. Send us samples, description, state quantity you have and quote cash price per bushel f. o. b. your station. No lot too small nor too large. Address

HYDE SEED FARMS, Pattonsburg, Mo.

LOUISVILLE SEED COMPANY

INCORPORATED
LOUISVILLE, KY.
Headquarters for
RED TOP AND ORCHARD GRASS
BUYERS AND SELLERS
OF ALL VARIETIES FIELD SEEDS

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WHOLESALE SEEDS
LONG DISTANCE TELEPHONE GRAND 872 and 873
104-106 WEST WATER STREET
MILWAUKEE, WIS.
Buyers and Sellers
Medium Mammoth Alsike,
White Alfalfa, Timothy, Grasses,
etc.
Mail Samples Ask for Prices
"The Live Clover House"

MINNEAPOLIS
SEED
CO.

DISTRIBUTORS



FIELD SEEDS
TIMOTHY and MILLET Our Specialties

Directory
Grass Seed Trade

ATCHISON, KANS.

Manglesdorf Bros. & Co., The, wholesale seeds.

BALTIMORE, MD.

Scarlett & Co., Wm. G., whse. seed merchants.
Simpson & Co., W. A., seed merchants.

BELFAST, IRELAND.

Lytle & Sons, Ltd., John, Per. & Ital. Ryegrasses.
McClinton & Co., wholesale, export & import.
McCausland, Samuel, ryegrass and dogstall.

CHICAGO, ILL.

Dickinson Co., The Albert, seeds.
Illinois Seed Co., The, grass and field seeds.
Johnson, J. Oliver, seed merchant.

CRAWFORDSVILLE, IND.

Crawfordsville Seed Co., seed merchants.

EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

FARIBAULT, MINN.

Farmers Seed & Nursery Co., seed merchants.

GIBSON CITY, ILL.

Noble Bros., whlse, seed merchants.

INDIANAPOLIS, IND.

Indiana Seed Co., The, Seed Dealers.

KANSAS CITY, MO.

Missouri Seed Co., who. exp. and imp.
Peppard Seed Co., J. G., wholesale seeds.
Rudy-Patrick Seed Co., wholesale seeds.

LAWRENCE, KANS.

Busch Seed Co., W. J., seeds and grain.

LOUISVILLE, KY.

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Minneapolis Seed Co., seed merchants.
Northrup, King & Co., wholesale seeds.

NEW YORK, N. Y.

Radwaner, I. L., field & grass seeds, exp. imprts.

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, whse. field sds.
ST. LOUIS, MO.

Goldschmidt & Co., Jacob, field seeds.
Kaercher-Schisler, F. & G. S. Co., seed merchants.
TOLEDO, OHIO.

Crumbaugh-Kuehn Co., alsike, timothy, alfalfa.
Hirsch, Henry, clover, alsike, timothy, alfalfa.
The Toledo Field Seed Co., clover, timothy.

SECOND-
HAND

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

GRAIN
DEALERS JOURNAL
OF CHICAGO

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

TIMOTHY SEED, and Red Clover, car or less carlot. J. B. Leveille, Eyota, Minn.

SUNFLOWER SEED for sale. P. L. Zimmerman Co., St. Louis, Mo.

FOR SALE—Hog and Golden Millet, car lots. John E. Speltz, Venango, Neb.

FOR SALE—New crop Timothy and Red Top Seed in car lots. Ask for prices and samples. J. M. Schultz, Dieterich, Ill.

PERENNIAL Rye Grass, Italian Rye Grass and Crested Dogstail. Highest grades; re-cleaned and tested. C. I. F. U. S. Ports. Samples and offers on request. McClinton & Co., Belfast, Ireland.

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Wheat Screenings, Cane Seed, Salvage Wheat, Kaffir Corn. Write or wire for prices.
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CLOVER — ALSIKE — TIMOTHY — ALFALFA

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All Other Field Seeds

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FIELD SEEDS

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We Buy **SEEDS** We Sell

J. C. PEPPARD SEED CO.
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RED WANDER
WHITE CLOVER
LEYKE
NATURAL GRASS
HOLLAND
RED TOP

83-85 Water Street
NEW YORK CITY
L. L. RADWANER

EXPORTERS and
IMPORTERS

Ask For Prices

SEEDS FOR SALE.

SUNFLOWER SEED carlots and less. Eberts Grain Co., Nabb, Ind.

FOR SALE—Black Hills Alfalfa seed. Price and sample on request. Brookside Farm, Buffalo Gap, S. Dak.

FOR SALE—Genuine Texas red rust-proof seed oats; cotton seed products. Wire for prices. Lewis & Knight, 2714 Routh St., Dallas, Texas.

FOR SALE—2,000 to 3,000 pounds of hulled white sweet clover seed at \$12.00 per 100 pounds. Sample on request. Dandant & Sons, Hamilton, Ill.

SOUTHWESTERN FIELD SEEDS are our specialty. Local and car lots. High bred seed corn, cotton seed, seed oats, Sudan Grass, millet, etc. Box G. 38, FERGUSON SEED FARMS, Sherman, Texas.

WANTED Grass and Field SEEDS

We buy Clover, Alfalfa, Timothy, Alsike, Sweet Clover, Alsike and Timothy mixed; Low Grade Alsike; Seed Oats; Spring Wheat; Speltz, Barley, Cane, Millet, Sudan Grass and all Field Seed, in carload lots or less. Send us samples and quote delivered prices on anything you can offer.

A. A. Berry Seed Co., Box 30, Clarinda, Iowa

SEEDS FOR SALE.

SUNFLOWER SEED for sale, carlots or less. Southeast Mo. Grain Co., Malden, Mo.

FOR SALE—4 ton damaged canary seed. Address Seed, Box 11, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Sunflower seed in car load lots or less. Jasper Newsum & Co., New Madrid, Mo.

FOR SALE—German Millet for sale in car lots or less; correspondence solicited. D. H. Clark & Sons, Galt, Mo.

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Sweet Clover, Alfalfa,
Soudan Grass, Millet, Rape.

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KANSAS GROWN ALFALFA
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MISSOURI SEED CO.
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RUDY-PATRICK SEED CO.

Alfalfa — Sudan Grass — Millet — Cane
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The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.

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Feeding Peas Hemp Seed
Orchard Grass Fancy Grasses

DWARF ESSEX RAPE

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WM. G. SCARLETT & CO.

BALTIMORE, MD.

at prices we can name will be
easily sold.

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We Buy and Sell

Field Seeds

Ask for Prices

Mail Samples for Bids

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Poultry Feeds

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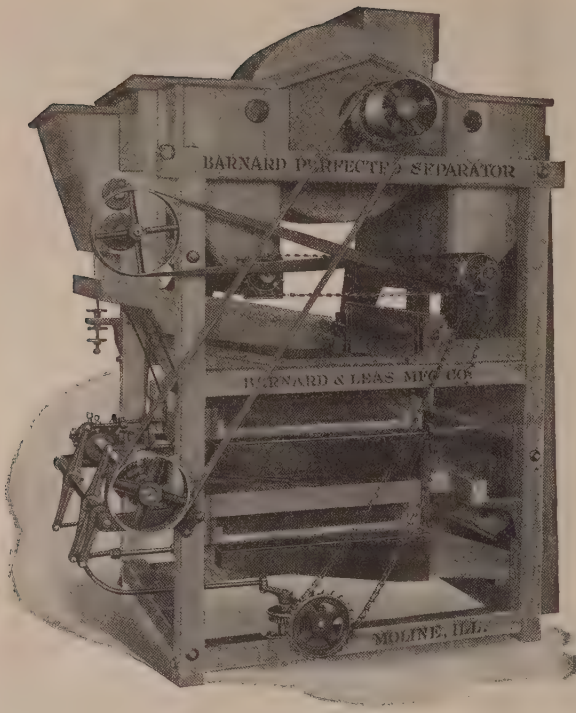
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The Albert Dickinson Co.

ESTABLISHED 1855

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The Supreme Attainment in Grain Cleaning Machinery

The Barnard Double Side Shake Receiving Separator is a revelation in grain cleaning. It is a comparatively new machine, having been on the market only a few years. Like all other machines put out under our name, it is supreme in its field. This statement is substantiated by the large number in use and its satisfied users.

This is a five sieve, automatic separator, consisting of an upper end-shake scalping sieve and four lower side-shake main sieves, four cockle or sand sieves and traveling brushes underneath—not on top of sieves.

Its many individual features, described in our catalog, which is yours for the asking, will prove to you that it is the machine you need to bring your business up to a profit-making basis. We want to hear from you regarding this machine. Write today—a post card will do.

BARNARD & LEAS MFG. CO.

MILL BUILDERS AND

✪ MILL FURNISHERS ✪

ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



GRAIN DEALERS JOURNAL

[Incorporated]

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THE ADVERTISING

value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms or for advertising a fake or a swindle.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome.

QUERIES

for grain trade information not found in the Journal are always welcome. Address "Asked-Answered" department. The service is free to all.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, DECEMBER 10, 1916

THE ABSENCE of business failures among the members of the organized exchanges proves their business to have been conducted with unusual caution during the wild markets of the last two years.

ADVANCING MONEY to farmers who have grain to sell is the banker's business, and if the grain dealer turns these loans to the banker, the banker may reciprocate by turning some grain to the elevator. Try it.

FREE STORAGE has blocked many an elevator man's desire to buy more grain, but owing to his inability to get cars, or induce the owners of stored grain to sell it, his field of operations has been closely circumscribed.

ARBITRATION is gaining friends in all sections of the grain trade, and more care is being exercised in securing just and conscientious arbiters. The Milwaukee Chamber of Commerce has gone one step farther and now selects its arbiters from the retiring presidents, thus getting men who have had wide experience in the trade, and a knowledge of the affairs of the exchange that come only to the head official.

THE HESSIAN FLY is credited with the destruction of much good wheat, and an annual reduction in the country's crop of winter wheat. All agricultural buros have long waged war on this pest, but without succeeding in effecting any material reduction in its numbers. Why?

THE CONTROLLING of the railroads of the United States by one body, a National Railroad Commission, in the hope of attaining a more businesslike solution of the transportation problems now affecting interstate carriers, is gaining favor with many strong business associations, and many organizations are seriously discussing the abolition of all state commissions intended to control or regulate interstate carriers.

THE RAILROADS of the Northwest are credited with organizing a new telegraph company, to operate 48,000 miles of wire, thus establishing an office at every railway station in the territory of the Great Northern, Northern Pacific, Burlington, Northwestern and the Milwaukee railroads. While it would be much better if the country was blessed with one well organized, efficient telegraph company, it is doubtful if the establishment of one more company will make the service any worse than it has been in the past.

MANY MARKET reporters have declared the rapid vacillations of the past month to be the direct result of "insane markets," and the markets are the direct result of fifteen belligerent nations running wild with the war fever. They have no time to waste in producing grain to feed their own. Their thought, time and energy is devoted to the destruction of the other fellow. So long as the hazardous uncertainties of shipping are assisted by the whimsical purchases of the belligerent nations, grain prices will jump up and down in utter disregard of conditions prevailing about your station. Look out!

ALTHO THE grain inspection supervisors provided for in the Grain Standards Act have been selected in only a few of the 32 supervision districts, the Act is now in force so far as it relates to the grading of corn and the corn grade rules promulgated by the Agricultural Department, and published in the Journal for Sept. 10th, are the only rules similar in character which can now be used in interstate commerce. Shipments of corn from or to markets having inspectors licensed by the Agricultural Department to grade corn must be graded by the licensed inspectors. It will require some time for the members of the trade to adjust themselves to the new conditions, but it seems likely that the officials of the department will make every endeavor to give fair consideration to all interests in enforcing the law.

THE EIGHT HOUR holdup law forced on Congress by the Railway Brotherhoods, will not be passed upon by the Supreme Court before the day upon which it was to go into effect, so the dictators must bide their time. It does not now seem likely that the strike threatened, in case the law was not enforced, will become a reality. Commercial organizations have been seriously considering the railroad situation since election day, and all are agreed that continuous railroad service is essential to the public welfare—that the interruption of that service would be a crime against the people and no doubt some legislation along this line may be adopted in the near future.

IF ANY dependence is to be placed upon the tester kettle, then uniform methods must be adopted for filling the kettle and smoothing off the top. What is more, it would seem necessary that all kettles be of uniform dimensions and tested frequently, to prove their accuracy. It has long been the practice in some markets to provide a stationary funnel, thru which to pour the grain into the tester kettle. According to the new rules of practice laid down by the Department of Agriculture, (see page 752 of the Journal for Nov. 10th) the bottom opening of the funnel should be 1 1/4 inches in diameter and it should be just 2 inches from the top edge of the tester kettle. The new Federal Rules governing the grading of small grain will no doubt make the tester kettle a more prominent factor in determining the grading of grain than ever before so dealers need to use it more carefully.

TENTATIVE GRADES for wheat and oats will soon be promulgated by the Bureau of Standardization of the Department of Agriculture, with a view to crystallizing the sentiment of the persons directly interested. It is the desire of the Department to establish rules which will facilitate interstate trade in grain and obviate differences and disputes so far as may be possible. The sentiment in favor of grading wheat by the dockage system, long in vogue in the northwest, is gaining favor in the winter wheat sections, so it seems very likely that dockage for dirt will be adopted in the new grades. Grading wheat according to color or moisture content does not seem to meet with favor. The questions formulated by Dr. Duvel of the Department were published on page 842 of the last number of the Journal. Any grain dealers having convictions on the point raised, should send them to the Doctor, in care of the Agricultural Department, Washington, D. C., and thereby help along the work of formulating rules which shall be truly representative of the sentiment of the entire trade.

SO MANY differences of opinion arise between parties to written contracts, one would naturally presume that the grain dealer would be the last man in the world to enter into a verbal contract, so long as a scrap of paper was obtainable. For the protection of both parties to each contract, written confirmations should be promptly exchanged, so as to call the attention of each to any difference in the understanding as to what are the terms of the contract. If the entire trade would adopt the same general form of confirmation, which should provide ample space for all the essential terms of each contract, then fewer misunderstandings would arise by reason of essential terms or conditions being omitted.

BORROWING MONEY from receivers would be all right if conducted as a straight business transaction, but when one of the conditions of the contract is that the country elevator man should consign 60% to 75% of his grain to the lending receiver, the price is too much for the use of the money, and few shippers can afford to pay it. The shipper who is free to send his grain to the market which affords the best price is vigilantly looking for better markets, keeping posted on the prevailing prices and invariably buying on a wider margin. The shipper who has his markets selected by contract long in advance of the day of shipment, is likely to ignore the prices ruling in other markets and lose many opportunities to realize a better price for grain. When the financing of country grain markets is confined to the local bank, the elevator man will be far more careful of his resources, and the banker will not be an active factor in promoting competing companies at that station.

DESIGNERS OF terminal storage and transfer elevators long since crowded the receiving tracks outside the main part of the elevator, first because of the fire hazard accompanying the entrance of a locomotive into an elevator to get cars, and second the waste of valuable space given over to the receiving tracks. All tracks are now placed on the outside of the building, and it would seem economy for country elevators to be so arranged that all of the space inside could be utilized for storage or a working floor. The driveway containing the dumps can be covered with an inexpensive structure and the grain dropped to the boot in the basement of the main house. The higher up the builder attempts to sustain grain storage bins, the more expensive is the structure, and the greater the cost of elevating grain into those bins. The outside receiving shed has become an established feature of all large grain handling plants, and it would seem a great economy to make this feature permanent with all elevators.

ADDING WATER to oats, in the hope of increasing their weight, has never been continued long by any shipper with profit. It has been tried many times during recent years, but the trade has always denounced it as a dishonest practice, and now the officials entrusted with the enforcement of the Pure Food & Drugs Act are arresting different dealers charged with watering oats. The profit to be derived from such adulteration is so small as to make it seem doubtful that any right minded grain dealer would take the chances of a contest with the Federal government for such a small gain. Adding water to oats, for the purpose of gaining weight, has long been branded as pure adulteration.

LIVERPOOL'S present quotation of \$2.59 per bu. for No. 1 northern Manitoba wheat when the same grade is selling in Winnipeg at \$1.87 exposes the strained position of the export trade. Wheat has not been cornered at Liverpool, for the Government owns it, neither is the price low at Winnipeg on account of a bumper crop. The difference can be due only to the breaking down of the means of transport between the two markets. Otherwise it would appear that the government was making an exorbitant profit on wheat bot in America, whereas the Royal Commission was created to insure an abundant supply of grain at a reasonable price. When the Royal Commission took charge of all wheat buying the grain dealers who were then relegated to the scrap heap expressed their misgivings as to the ability of government to handle wheat any cheaper than the regular dealers. The sky-rocket course of prices in England is verifying their forebodings.

Advance in Demurrage Charges.

The congestion of the railroads, especially in the eastern states, has brought about the establishment of new charges for the detention of cars by shippers, receivers and railroads. The demurrage charges, beginning tomorrow, will be \$1 per car per day for the first day, \$2 for the second, \$3 for the third day and \$5 for the fourth and succeeding days.

The new schedule seems sure to encourage the prompt release of all rolling stock, inasmuch as the per diem to be paid owners of cars by borrowing railroads has also been advanced from 45c to 75c per day.

While these stringent regulations are somewhat late, they have the hearty endorsement of everyone who has suffered thru the months of congestion and delay. The result will be watched with special interest by everyone identified with the grain trade and if conditions warrant, the charges will be continued after May 1, 1917.

The Prohibition of Exports of Foodstuffs.

It is generally recognized that the world's grain crops of 1916 were the smallest in many years, and the belligerent nations seem to be more in need of foodstuffs than any time since the war started, so they are paying higher prices, in the hope of attracting more food for their soldiers and people, but the activities of the submarines has reduced the number of ships by nearly 2,000, so that all ocean commerce is handicapped by lack of vessel room, and high insurance rates.

The dearth of vessels on the ocean and the congestion of cars in the American railway terminals has served to prevent the marketing of our 1916 grain crops, notwithstanding they are smaller than usual. In many sections the grain elevators are still laboring under heavy loads and the farmers are holding back much more grain than they wish to hold, because the would-be grain shipper cannot obtain the cars needed to relieve his elevator. It is believed by many dealers that the United States will have much more grain to spare than crop statistics show, because the high prices prevailing during recent months has prompted every farmer to scrape his bins and hold back only enough to meet his actual needs.

A New York Congressman, oblivious of the facts in the case, and alive only to the high prices for food prevailing in his district, last week introduced four bills in Congress, intended to relieve the food markets, one of which is entitled: "A Bill to conserve the food supply of the United States and to protect the people from extortionate prices, by temporarily prohibiting the export of farm products, fish, game and manufactured foodstuffs."

The bill itself provides that it should remain in force for one year after taking effect, and those violating its provisions will be fined \$1,000 to \$10,000 for each offense or serve for a period in the penitentiary.

Another bill, which is designed to accomplish the same end, provides that "Any time within two years from and after its passage the President is authorized to prohibit the exportation from the United States of all farm products, fish, game and manufactured foodstuffs, or such of them as he shall specifically designate, for a period not to exceed one year."

The enactment of such laws would have a tendency to discourage the producers of foodstuffs from applying their energies to this line of effort. The Agricultural Department has been working for years to encourage men to go back to the farm to produce more farm products, to the end that the country might have more wealth and more food. The issuing of an embargo would do more

to discourage the farmers than the promoters of good agriculture would be able to offset in many years' agitation. Millions of acres still remain untilled, and the longer high prices for farm products prevail, the greater will be the number of men going back to the farm, in the hope of realizing the cost of the ground from the first year's crop.

Export embargoes on foodstuffs are not necessary and do far more injury to the country than the prevailing high prices can do harm. Few sections have a crop failure two years in succession, and the high prices prevailing at present are sure to result in many new acres being placed under cultivation next spring. The producers will bring down the prices—the export embargo is not needed.

Even Loading of Cars Necessary.

It has long been the practice of the grain inspection authorities of this country to give carlot shipments of grain the grade of the lowest quality of grain found in the car and grain shippers, who have not taken the precaution to clean, blow and mix thoroly the grain before spouting to car, have occasionally been suspected of plugging their shipments. The material increase in price, which the shipper can readily obtain by the proper preparation of his grain for market, forbids such careless loading of shipments as placing grain of two distinct grades in the same car, without separating them with a bulkhead.

Shippers who have their farmer patrons shovel the grain into cars instead of dropping it into the elevator sink and elevating and cleaning it before loading, must expect to be penalized for the careless loading. The buyer might be particularly anxious to store the better grain of the load, but because of it being mixed with low grade or damp grain, he would not dare send it to store, because it would be likely to get out of condition, and inasmuch as the laws require public warehousemen to see to it that only one grade of a given kind of grain is placed in the same bin, the public elevator man could not receive a mixed carload. It would of necessity be sent to a cleaning and mixing house, where it would be placed in condition to safely stand storage.

The only time the trade has attempted to ship two kinds of bulk grain in the same car heretofore has been thru the use of bulkheads, but in view of the common practice which has become well established thru long custom, it seems unnecessary to make any change in the method of grading cars containing two distinct grades of the same kind of bulk grain, without an attempt to keep them separate.

The Railroad Embargo.

All eastern trunk lines have placed an embargo on carload shipments to points east of Pittsburgh on nearly every commodity, excepting foodstuffs for domestic consumption and government supplies, so that shipments to the Atlantic seaports will soon be greatly reduced, and the railroads will have an excellent opportunity to apply themselves to the task of getting the empties back to the western roads. The roads terminating at the gulf ports have not yet issued embargoes against export shipments, but the congestion at these ports is said to be so great that some action must necessarily be taken soon, in order to give the railroads an opportunity to clear up their crowded terminals.

Some roads have issued so many thousand embargoes before the general embargo was established, it is clearly evident they struggled along hoping to be able to relieve the congestion without a general embargo. The step is so rigorous that it would seem probable the congestion must soon be relieved and the embargo lifted. In the meantime shippers must patiently bide their time and wait until the railroads are in position to transport freight more promptly.

Will Seek to Avoid Payment of Claims.

The Uniform B/L law which goes into effect January 1st was designed primarily to insure grain shippers a clean B/L. It is generally presumed that grain shippers will be better protected against loss under the new law than they have ever been before, but the railroads are preparing to prove that this is an error. They are preparing to twist the meaning of portions of Section 21 of the law, which provides, among other things that

"Provided, however, where the shipper of bulk freight installs and maintains adequate facilities for weighing such freight, and the same are available to the carrier, then the carrier, upon written request of such shipper and when given a reasonable opportunity so to do, shall ascertain the kind and quantity of bulk freight within a reasonable time after such written request, and the carriers shall not in such cases insert in the bill of lading the words 'Shippers' weight,' or other words of like purport, and if so inserted contrary to the provisions of this section, said words shall be treated as null and void and as if not inserted therein."

The grain carrying roads have for several years been refusing to pay any claims of bulk grain shippers, providing they could possibly avoid it, and naturally they resent the provisions of Section 21 of the new B/L Law. The elevator man tries to keep his shipping scales in prime working condition, because he is just as anxious to get the correct weight of all grain he loads into a car as is the railroad company.

It would seem in the interests of both parties that they co-operate, to the end that dependable weights shall be obtained. However, the railroads seem to resent

any legislation designed to compel them to treat the grain shipper with fairness, so they have decided to escape issuing a clean B/L for grain, on the ground that scales used by country grain dealers are not adequate, and the weights are not dependable.

While the railroads will decide for themselves as to what constitutes adequate facilities, the question must ultimately be left to the courts to decide, and the courts will of course depend upon expert testimony as to the reliability of scales in the elevator of the shipper who appears as plaintiff in the controversy.

Inasmuch as the railroads have accepted shipping scale weights of the shipper heretofore, there seems to be no excuse for their refusing to accept such weights, now that they have the right to "ascertain the kind and quantity of bulk freight" loaded into their cars. If the shippers submit and weakly abandon their rights to a clean B/L, which were supposed to have been well guarded by Section 21 of the new law, they will lose one good thing for which the trade has long been contending.

Railway Leases of Right of Way.

Lessors of ground on railroad right of way, upon terms arbitrarily dictated by the railroad company, will be pleased to know that the Interstate Commerce Commission will take up the matter of leases and grants of property by carriers to shippers, and hear oral argument, at its offices in Washington Jan. 10th.

The railroads have been adding new restrictions to their leases of elevator sites with a regularity that has proved most distressing to the lessors and to the insurance companies carrying elevator insurance. Elsewhere in this number is recited the decision of a Pennsylvania court, denying damages to an elevator man because he had accepted a lease relieving the railroad company from liability for damages to his house by sparks emitted from its locomotives, or by reason of its proximity to railroad property.

The conditions of the ground leases which elevator owners have been required to sign, in order to keep their plants on railroad right of way, are unfair and unreasonable. They place responsibility upon the owners of elevator property, without any compensation or reward, and at the same time the railroads are today charging excessive rentals for property which their reports to the assessors prove to be of little value. The dictatorial manner in which the carriers have tried to bulldoze the elevator owner has at many stations resulted in the elevators being moved to private ground. The wonder is all of them have not been moved from railroad right of way long since.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Quotations for Seeds?

Grain Dealers Journal: We get quotations from seed houses, but as they have seed to sell we believe their prices are high. Where can we get the market quotations for seeds so as to have them correct?—E. G. Raymers, Marquette, Neb.

Ans.: In each market handling considerable seed of any kind men are employed to collect the figures at which sales of seed are made each day. These are published in a market circular which is sent regularly by the commission merchants to their patrons. Care is taken to have these quotations correct. This applies to grass seeds and the kafirs. On seed not traded in on the open market reliance must be placed on the bids and offers of the seed dealers.

Shipper's Recovery for Misrouting.

Grain Dealers Journal: In the Journal of Nov. 25 on page 853, is a decision of the Kansas Supreme Court in the case of McCullough vs. Missouri Pacific, where the court decision was against Mr. McCullough for failure to note "For Milling and Malting Purposes" on bills of lading. On page 876 of the same issue, under the head of "Supreme Court Decisions" in your notation of this case, you say that he was entitled to recover on account of misrouting. Which is correct?—Overland Grain Co., Salt Lake City.

Ans.: Both are correct. The paragraph in "Supreme Court Decisions" states that the shipper can recover when the misrouting is the carrier's fault.

The report of the same case on page 853 states that the misrouting was not the cause of the shipper's loss and hence he could not recover.

If the shipper in this case had correctly noted the "mill in transit" on the B/L, the sole question would have been one of misrouting and the decision on page 853 would also have been in his favor.

How Embargo Affects Contract.

Grain Dealers Journal: We contracted thru a broker of Indianapolis for 25,000 bus. of oats delivered Norfolk, Va., and the seller loaded and we received a few thousand bus. on the contract. Then the railroad company placed an embargo on shipments to this point, and the shipper, also located at Indianapolis, wrote that he considered the balance of the contract canceled as he was unable to make shipment on account of the embargo.

We informed him that as we bot delivered and had vessel room engaged he must either ship the grain on contract time or pay us the difference if we had to buy it in, and that the embargo was no concern of ours. Is not this correct?

He then informed us that our broker had granted him an extension of time, until he "was able to load." We were at a loss to understand this until later we learned that the broker was at the same time employed by the shipper. Does not this fact invalidate any favors he extended to the shipper, his employer, to our disadvantage?—Grain & Hay Co.

Ans.: Having sold the grain delivered, the shipper must stand the loss incidental to the embargo, the railroad company being the agent of the shipper in such case.

Brokers can not alter existing contracts without the consent of their principals first had and obtained. Such alteration by an ostensible broker, in secret an employee, is void and fraudulent. The principal, not having consented to the extension of time, is not bound thereby, and can stand on the original contract, the other party, having already shipped part of the grain, being estopped to deny the validity of the contract.

Chart of Federal Corn Grades.

Grain Dealers Journal: Is there a chart giving the federal corn grades effective Dec. 1, 1916?

We want a chart giving the table of the moisture test and percentage of other conditions with the general rules, about 8x11 inches on fairly heavy cardboard. Does any dealer know of any chart of this kind?—Geo. W. Cole Grain Co.

Ans.: In promulgating the latest rules for grading corn the government departed from its former method of stating the different factors in a table of percentages; which was most convenient. These rules were published on page 409 of the Journal for Sept. 10.

Registry of Trade-Mark.

Grain Dealers Journal: We notice from time to time that different grain men and feed manufacturers register a name for their feed or grain. We would like to know what this register is and what it costs.—McDonald & Co., New Albany, Ind.

Ans.: This registration is with the Commissioner of Patents, Washington, D. C., and costs \$25 for each brand registered.

The effect of registration is to protect the owner of the brand in its use to the extent that the date of his registration and allegation of usage is proof of his having originated the mark at least as early as that time. Another person coming later to register the same mark would have the disadvantage of having to prove earlier usage.

Galveston Storm Damage Claims?

Grain Dealers Journal: Recently I have read a newspaper article on a decision of the federal court in the case of the Pampa Grain Co. giving judgment in favor of the Oklahoma City Mill & Elevator Co., assessing the storm damage against the shipper. Does this apply to other cases as a precedent, making the shippers liable in case of storm damage?—S. R. Lucas.

Ans.: This question is covered in a letter sent to members recently by H. B. Dorsey, sec'y of the Texas Grain Dealers Ass'n, as follows:

As this article would indicate that the decision of the court was conclusive, and assesses the storm damage against the shipper, I feel that I should briefly state the nature of the decision of this court, as given by two of the officers of our Ass'n and who were present at the trial.

The evidence shows that Mr. Tom F. Connally, representing the Oklahoma City Mill & Elevator Co., personally, bought about 25,000 bus. of wheat from the Pampa Grain Co. and which was loaded, and reported it to his principal, and they mailed confirmation which contained stipulations that the grain must be inspected and weighed at destination before the contract was completed. The evidence showed that practically all of the grain was shipped and billed out before receipt of this confirmation by the Pampa Grain Co., but on receipt of same they signed and returned a copy to the Oklahoma City Mill & Elevator Co.

Judge Meek held that, according to the law, when the Pampa Grain Co., signed this confirmation it was virtually an amended contract and having signed same, the Pampa Grain Co., was bound by its terms, hence he instructed the jury to return a verdict in favor of the Oklahoma City Mill & Elevator Co.

I consider it my duty to call the attention of our members to the fact that it is

possible that each case must stand on the contract in existence at the time, so that they might not be induced to make a settlement on the basis of letters they might receive from parties to whom they have sold grain; but instead, I suggest that they refer the whole matter to their attorneys. I assume that every member of our Ass'n wants to meet his obligations, but do not feel that he wants to assume the obligation which is not properly chargeable to him, and this suggestion is made on the basis that each case must stand on its merits.

Widely Differing Confirmation Forms.

So many opportunities for misunderstandings arise when grain is shipped or purchased on contract that the form of acceptance, or confirmation, is of vital importance to both shipper and receiver. The differences of opinion do not occur because of dishonesty or any intent to defraud, but ordinarily because a telegram or other message has been erroneously interpreted.

On a clear understanding of the terms of contract by both parties, depends the legality of the deal, and this clear understanding, or what the courts term a "meeting of minds," can only be made of record with a confirmation. It is unfortunate therefore that so many different confirmation blanks should be in use. Every receiver seems to have his own ideas as to what constitutes a legal confirmation with the result that the trade is burdened with a superabundance of forms instead of uniform blanks.

The items of first importance in the confirmation are the number of bushels, kind and grade of grain, price, and time of shipment. When these matters are fully noted in writing by both parties the possibilities of differences are greatly reduced. The terms, including the weights and inspection which is to govern, should also be mentioned.

One large Chicago receiver has made its confirmation blank so complete that it would appear no contingency has been left unmentioned. In the lower half of its form is specified:

Chicago weights and grades to govern. Off grades, if merchantable grain, to apply on contract at market difference date of arrival.

Draw on us at Chicago with bill of lading attached, leaving sufficient margin to cover contingencies of weight and grade of Grain not shipped within time specified, contract considered open until shipped, unless we advise having closed same.

If any part of this contract remains unfilled at expiration, the buyer reserves the right, without further notice to the seller, to extend time of shipment, to cancel the contract, charging loss of the cancellation, if any, to the seller, or to buy same for sellers' account.

Cars to be loaded subject to rules of roads over which shipments are made.

This transaction is made under the rules, regulations and customs of the Board of Trade of the City of Chicago.

Shipping terms are defined by the Chicago Board of Trade as follows:

Immediate shipment shall mean within three business days at place of shipment. Quick shipment shall mean within five business days at place of shipment. Prompt shipment shall mean within ten business days at place of shipment. Manifest errors excepted.

But with all of these stipulations the company reports that untoward of subjects are frequently called to its attention. For instance, within the last few months the possibility of a general railroad strike was taken seriously by many in the grain trade, and had it materialized numerous lawsuits would possibly have resulted as the confirmation blank contains no strike clause.

Many receivers have their confirmation

blanks printed in triplicate, one copy remaining in the record book, another being sent the shipper with the signature of the receiver, while the third is sent to the shipper for signing, after which its prompt return is requested. But regardless of the form of blank used it must be remembered that no contract is binding unless it is signed by both parties. The mere signing by one party, and the supplying of a duplicate copy to the other would have no weight in a court or an arbitration com'ite, as it would bind only the party signing.

The receiver who is seeking to reduce the number of his differences with the shippers will observe this simple rule to the letter, while the shipper, to safeguard his own interests, should be just as careful to see that the confirmation blank he signs can not be misconstrued at a later date.

A RED, WHITE AND BLUE variety of corn has been perfected by John Beidler, a farmer near Carroll, Ia.

LEASES and grants of property by carriers to shippers is the subject of case No. 6562 set for hearing Jan. 10 at 10:30 a. m. at the office of the Interstate Commerce Commission, Washington, D. C. Both terminal and country elevator operators are interested in the case, as the decision may adversely affect their tenure of railroad property by permitting an exorbitant rental for the ground on which the shipper provides the carrier with a grain depot free of charge.

Casualties.

Take notice of how others have suffered and beware.

Tobias Webb, 6 years in the employ of E. W. Davis at Sullivan, Ill., placed a ladder on a 2x12 on the abutment of the driveway and extended to driveway floor of elevator. Result, sprained and bruised back when he fell with the ladder. He was unable to return to work.

Wm. Alten, while opening a car of wheat at elevator of Aviston Milling Co., Aviston, Ill., stepped on a nail. Prompt treatment enabled him to continue at work.

Geo. McCoy stuck a nail in his finger while pulling grain door off a car on siding at plant of Lexington Roller Mill Co., Lexington, Ky.

Carl Johnson, 11 years employed in the Terminal Elevator, Superior, Wis., tried to throw off a belt when a conveyor stuck, but was caught and thrown head first over pulley receiving cuts over eye, and bruising left arm and left side of face.

ST. LOUIS AND CHICAGO quotations on corn for May delivery are running remarkably close.

SINCE AUG. 18, 1914, 192 foreign built vessels, aggregating 635,718 tons, have been admitted to United States registry.

HOLLAND's embargo on export of spinach seed on account of the war has considerably reduced the crop in the district of Norfolk, Va.

Coming Conventions.

Dec. 13, 15.—Farmers Co-operative Ass'n of South Dakota at Sioux Falls, S. D.

Jan. 2, 4.—Eleventh annual wheat convention at Pullman, Wash.

Jan. 3, 5.—Kansas Farmers Co-operative Ass'n at Hutchinson, Kan.

Jan. 3, 5.—Annual Northwest Grain Convention at Corvallis, Ore.

Jan. 9, 10.—Indiana Grain Dealers Ass'n at Indianapolis, Ind.

Jan. 23, 25.—Iowa Farmers Grain Dealers Ass'n at Sioux City, Ia.

Sept. 24, 26.—Grain Dealers National Ass'n at Buffalo, N. Y.

Our Callers

O. L. Colton, Cortland, Ill.

D. J. Riekens, of Riekens & Frerichs Co., Wellsburg, Ia.

BUFFALO on Dec. 10 had 18,500,000 bus. of all kinds of grain afloat in 53 boats. Of this 17,000,000 is to be held in winter storage.

THE SECOND NATIONAL CORN SHOW will open Dec. 11 at St. Paul, Minn., and continue thru the week. The states of Wisconsin, Idaho, Oregon, Washington, Montana, North and South Dakota and Minnesota are represented in the display.



So Few Ships Are Making U. S. Seaports, the Railroad Embargoes Are Sufficient to Keep Our Ships at Home.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

A Combination Affidavit of Weight and Leaky Car Report.

Grain Dealers Journal: We always note something of interest in each issue of your Journal. A recent article that caught our attention is the new car condition return blank, which appears on the face of it to be very good. We are enclosing herewith a blank form of affidavit and car condition return on the same form, which we have been using for the past three years. We believe it is as good as anything we have seen to date. There were various forms floating around and in drafting a new form we took the best points from each one. We believe the result is up to anything we have seen.

An Affidavit of Weight, giving kind of scales and the number of drafts, sworn to by the man who did the weighing will always establish confidence in the weights.

On the reverse side of our Affidavit blank is a form for facilitating the making of an accurate report on the condition of the car and its seal. It bears an engraving of a car box and a list of its parts as well as place for seal numbers,

its initials, number, kind of grain, grade, test, remarks and signature of the receiver.

The general use of a form like this would greatly reduce the differences between buyers and sellers and facilitate the collection of claims for loss of grain in transit from the railroads. Has any shipper a better form?—Very truly, Salina Produce Co., Salina, Kan.

Will Use All the Water In Case of Fire.

Grain Dealers Journal: I am very much in favor of doors in car roofs. We load our grain by gravity at this station and don't have to shovel much grain to load a small car, but to load a big car we have to eat dirt like most of the shippers. In Travelers' notes in the Journal of November 25th he says that car roof doors would make it very handy for even loading beets. He seems to contradict himself. According to his version of the matter, loading grain or beets through roof doors would make it too easy for farmers to load their own products. At the same time he claims that the idea is not practical.

I am somewhat amused at his idea of handling a fire; in case a fire breaks out his idea is to use but very little water. I suppose it would be all right to soak a sponge and squeeze a few drops at a time on the flames. While I have never had a fire break out in my elevator, if one does I am going to put on all the water I can. I am not going to adopt his plan of sparing the water in case of fire. —Yours truly, Phil Van Meter, Mgr. Jackson Elevator, Ada, Kans.

Insists on Having Doors in Car Roofs.

Grain Dealers Journal: I am pleased to note that the only knockers we have on the car roof door proposition are men who have never loaded a car of grain by shoveling in a dirty dusty car. The Traveler forgot to mention the fact that it costs money to operate a power loader, as they don't generate their own power neither can they be run by wind. The shippers of this country pay the railroads mighty well for hauling their grain, in fact the railroads derive their greatest revenue from shippers of grain. Mr. Clark showed us before that the railroads supply a special car for everything, but grain, and he was certainly right when he made that statement.

It is strange that so much grain would be damaged by water if doors were cut in the box car roofs. Grain exporters are sending boats across the ocean every day with doors in the top for loading grain. Whoever heard of them putting side doors in boats to load grain? About the only elevators we have which are equipped with power loaders are the private ones. Mr. Miller of Mulberry, Ind., has power loaders and he would ditch them in a minute if all cars had roof doors.

The traveler admits that doors in the roofs of box cars would make the loading of grain so handy that it might put a few elevators out of business. He says there are only about five thousand elevators in the country that need power loaders to save the men from shoveling grain in dirty dusty cars. If that is the case, I am in favor of putting a few ele-

AFFIDAVIT OF WEIGHT

State of..... }
County of..... } SS.

I HEREBY CERTIFY: that on theday of.....191...., I weighed the contents of car No.....initial
.....very carefully over.....scale, and found same to contain.....lbs. of.....
no more no less, as itemized below.

Weigher

Subscribed and sworn to before me this.....day of.....191....

Notary Public

Commission expires.....191....

IMPORTANT

In filling out the above affidavit, if the weights were arrived at by wagon scales, then you must show below, the gross, tare and net weights of each wagon load and total same.

If the weights were arrived at by a hopper scale, show the number of drafts below, and number pounds to each draft.

If weighed on a track scale, show below gross, tare and net weight.

If weighed over an Automatic scale, show below the stopping and starting point of the Automatic scale, the number of dumps and the number of pounds to each dump, and then have this affidavit acknowledged before a Notary; otherwise this information is worthless to us.

See Diagram of Car on reverse side and mark X for location of leak.

NET	
TARE	
GROSS	
PKGS.	

A Convenient Form for Affidavit of Weight and Car Condition Report.

vators out of business, if by so doing we can save five thousand men from eating dirt the year round. We presume that Traveler is an experienced grain man and that is the reason he is on the road to avoid eating dirt. He called us a bunch of dirt eaters and we admit the charge. But why are we dirt eaters? Simply because the box cars have not doors in the roofs.—Yours truly, Percy Reed, Ada, Kans.

Another Contributing Cause to Car Shortage.

Grain Dealers Journal: The Great Northern R. R. Co. put in on the passing track at our station five empty box cars suitable for grain (the following Nos.: 19943, 17122, 127999, 210480, 205846) on Dec. 1st. And they are standing there at the present writing.

Our company since Nov. 18th has had an order with the R. R. Co. for three cars, and has been unable to obtain them, and could use more if there was any chance to get the three that are ordered.

Now it looks as if there was a car shortage when they can leave five cars at a blind siding like this one for more than a week, when it has orders for more than that number right at the station where they set.

It is easy enough to guess that many other blind sidings in Montana contain a good many more empty box cars standing around doing nothing. It's *Good*. A car shortage. Affidavit on request.—Yours, Farmers Elev. Co. of Franklin, Mont., R. W. Watts, Mgr.

Car Dumps for Unloading Grain.

Grain Dealers Journal: We have realized for several years that the present slow and expensive method of unloading grain cars is becoming more expensive each year due to the high cost and inefficiency of labor. To overcome these difficulties we believe it is possible to devise a machine which will, with the aid of not more than two or three men, unload a car of grain in approximately four minutes. In fact we have designed a machine which theoretically works out to dump a car of grain every three minutes, using three men to operate it.

We know of coal car dumping machines having a capacity of one car of coal every minute. These machines, as well as our own, are expensive in first cost, but the coal companies have come to realize that this coal-dumping device is cheap even tho costing an immense sum to install.

We believe the same relative merits can be shown for a grain-dumping device, and in order that we may have accurate statistics before us, would be pleased to hear from superintendents of large grain elevators in hope of learning the cost of grain-shoveling crews per year and the number of cars of grain unloaded yearly. I am advised by many elevator operators that the labor cost per individual car is not considered excessive, but the excessive total cost is brot about by delays in switching cars into the elevator, or receiving cars at the elevator and the necessity of retaining a certain size crew at all times to take care of possible business.

Again, a car-dumper might frequently save demurrage charges in cases where a sudden rush of grain came in and it was impossible to secure sufficient experienced shovelers, while the dumper would always be on hand and when not in use the few men necessary for its operation

could be utilized profitably at other work around the elevator. With the dumper there would be no cost except interest on the investment when it was idle, and if built properly would not get out of order, nor would it go on a strike. It would also work overtime without extra pay and would unload a large car just as well as a small one.—James Stewart & Co., W. R. Sinks, Mgr., Chicago, Ill.

Advanced Demurrage Will Release Cars.

Grain Dealers Journal: Grain business on the line of the Chicago & Alton is practically at a standstill for want of cars.

The new demurrage rules that will become effective Dec. 11 will probably be the means of releasing many cars, and will be of assistance to grain dealers. This rule should have gone into operation a year ago.—Auburn Roller Milling Co., Auburn, Ill.

Extortionate Texas Freight Rates.

Grain Dealers Journal: About two years ago the railroads of Texas, as well as the railroads thruout the country, were suffering from the depression caused by the European war and by general conditions in this country. Appeals were made to the different commercial organizations of the state on the principle of "live and let live," asking that the Texas Railroad Commission be petitioned to permit a horizontal increase in rates of approximately 10%. The Texas Grain Dealers Ass'n, acting thru the Executive Com'tee and accepting the attitude of the railroads in good faith, went on record as favoring a horizontal increase in rates thruout the state upon grain and grain products.

No sooner had the railroads placed every commercial organization on record as favoring a horizontal increase in rates of 10% than they at once prepared a tariff changing the common point territory of the state and raising the rates from 20% to 50% on practically every commodity within the State of Texas. This question was fought out before the Texas Railroad Commission and the railroads were granted the horizontal increase of practically 10% in rates, but the common point territory was not changed. Immediately the railroads cast about to find some pretext whereby they could supersede the authority of the Texas Railroad Commission and put into effect in Texas the advance in rates of from 20% to 50%, moving the line of the common point territory one hundred miles south on the Fort Worth & Denver.

The question before the Interstate Commerce Commission involved certain rates into and out of Shreveport, La., so the railroads, assuming the mantle of brotherly love, threw up their hands in holy horror that Shreveport should be discriminated against and proceeded to formulate a tariff known as 2-B, raising the rate on wheat from the rate of last year of 15c to 19c in common point territory, with corresponding advances in other grains. By moving the common point territory from Amarillo to Acme, the rate on wheat from Amarillo and Panhandle points was raised from 15c to 24c per hundred, and commodities of every kind and class into the Panhandle and West Texas have been raised in like proportion.

The writer regards this whole transac-

tion on the part of the railroads as iniquitous, outrageous and treacherous to the greatest degree. They care nothing whatever with reference to Shreveport and their intentions have all along been to abolish the Texas Railroad Commission and to place all of the intrastate rate-making powers in the hands of the Interstate Commerce Commission, knowing full well that it is expensive and difficult for Texas interests to go to Washington to present their cases before that body.

Regardless of where you may live in the State of Texas, you will be called upon to pay your part of this enormous increase in railroad rates. How can a shipment of wheat from Amarillo to Fort Worth possibly affect Shreveport, or a shipment of milo maize from Sweetwater to San Angelo, or a shipment of corn from Plainview to El Paso? Shall we sit with blissful indifference and permit the rate-making authority of the Texas Railroad Commission to be abolished and give the railroads a free hand to fix any character of rates they may desire in our state on business moving wholly within the State of Texas?

The secretary has called upon each member of the Texas Grain Dealers Ass'n for money to assist in presenting our side of this question to the Interstate Commerce Commission, and in the opinion of the writer, if we are unsuccessful there, this matter should go to Congress and the Interstate Commerce Act be amended so that the authority of the State Commission would be supreme as far as intrastate business is concerned.—J. N. Beasley, pres. Texas Grain Dealers Ass'n.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

C. H. & D. 45547 passed thru McPherson, Ia., Dec. 9, eastbound, leaking corn at doorpost. Did not have time to repair as train stopped only a minute.—W. H. Peake.

S. P. 81523 passed thru Shipley, Ia., Dec. 8, leaking yellow corn in small stream thru siding 3 ft. from doorpost. Did not have time to repair.—Shipley Grain Co.

Pere Marquette 41872 arrived at Onawa, Ia., southbound, Dec. 6, leaking white corn thru a hole in the floor at the grain door. The train crew, together with one of our men, patched the leak here, but considerable corn must have been lost before the repair was made.—A. D. Post, mgr. Farmers Elvtr. Co.

B. & O. 196529 passed thru Sullivan, O., Dec. 5, loaded with wheat. Door was open and it was raining in badly. Impossible to close door as train was moving.—Atyeo Bros.

C. B. & Q. 105331 passed thru Parkersburg, Ia., Dec. 5, over the Ill. Central, eastbound, leaking yellow corn at doorpost.—W. L. Anderson, of Anderson & Lynch.

I. C. 42517 passed thru Onawa, Ia., Dec. 4, on the C. & N. W., southbound, leaking mixed corn at both ends, one side, and at a broken doorpost.—A. D. Post, mgr. Farmers Elvtr. Co.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Dalemead, Alta., Dec. 2.—Crop yields very good; oats making from 75 to 100 bus.; wheat making 35 to 45 bus.; will be large acreage another year owing to good crops and high prices of the last 2 years.—Ray S. Drake, agt. Pioneer Grain Co.

IOWA.

West Liberty, Ia., Dec. 6.—Corn crop light; quality good.—T. E. Fountain.

KANSAS.

Jewell, Kan., Nov. 28.—Growing wheat needs moisture.—Jewell Mfg. Co.

Leavenworth, Kan., Dec. 4.—Corn quality fair; not fully matured.—Mr. Legler, of Wilson-Legler Hay Co.

Belle Plaine, Kan., Dec. 6.—Wheat acreage increased about 15% over 1916; growing crop very good.—Jas. G. Fay.

MICHIGAN.

Lansing, Mich., Dec. 5.—Condition wheat for state 86%; compared with 85% last year; condition rye 89%; compared with 90% a year ago.—Coleman C. Vaughan, sec'y of state.

MISSOURI.

St. Joseph, Mo., Dec. 4.—Wheat needs moisture.—Mr. McKee, of McKee, Lindley & Dunn.

Dixon, Mo., Dec. 7.—Growing crop looks well; needs rain; small acreage sown.—Roore & Murphy.

NEBRASKA.

Lisco, Neb., Dec. 5.—Winter wheat and rye look fine.—Farmers Elvtr. Co.

Plymouth, Neb., Dec. 7.—Growing wheat not good; too dry; came up in spots.—John Selk.

Murdock, Neb., Dec. 5.—Corn is sound and dry and 2 bus. will make as much beef or pork as 3 bus. would last year.—W. T. Weddell, agt. Wright-Leet Grain Co.

Williams, Neb., Dec. 4.—Poor prospects for fall wheat here; will need very favorable weather from now on to make a crop.—Chas. Lugenbiel, agt. Wright-Leet Grain Co.

Wilber, Neb., Dec. 7.—Wheat is suffering from high winds on exceedingly dry weather; in poorest shape for the winter the crop has been for years.—W. D. Russell, of Farmers Elvtr. Co.

Alvo, Neb., Dec. 2.—Corn making from 50 to 90 bus.; husking about completed; new corn grading No. 2; quality fine; winter wheat in finest condition prevailing in years.—J. W. Davis, mgr. Alvo Grain Co.

NORTH DAKOTA.

Underwood, N. D., Nov. 27.—Lots of rye sown this fall.—C. E. Hedlund, prop. Independent Elvtr.

OHIO.

Columbus, O., Dec. 1.—Condition growing wheat 86%; damaged by hessian fly 3%; damaged by weather conditions 10%; corn acreage planted in 1916, 2,915,965 acres; yield 28.4 bus.; estimated total yield \$2,953,943 bus.—G. A. Stauffer, sec'y State Board of Agriculture.

OKLAHOMA.

Taloga, Okla., Dec. 5.—Wheat quality good here this year; some testing 61½ lbs., and none below 58½ lbs.—Farmers Mill & Elvtr. Co.

Oklahoma City, Okla., Dec. 1.—Estimated wheat acreage 2,834,000 acres or 95% compared with last year; condition growing winter wheat 84%. Slight increase in acreage thruout the wheat belt, which offsets decrease in counties not generally considered wheat counties. Wheat sowing was held back by dry weather, but general rains

thruout state in early part of November helped to make rapid progress.—F. M. Gault, pres. State Board of Agriculture.

TENNESSEE.

Nashville, Tenn., Dec. 1.—Wheat acreage for state 89%, compared with 86% last

year; acreage larger in eastern part of state, normal in middle section, and 10 to 15% larger in western Tennessee. Corn yield 27 bus., compared with 25 bus. last year.—H. K. Bryson, state commissioner of agriculture.

Daily Closing Prices.

The closing prices for wheat and corn for May delivery at the following markets for the past two weeks have been as follows:

MAY WHEAT.

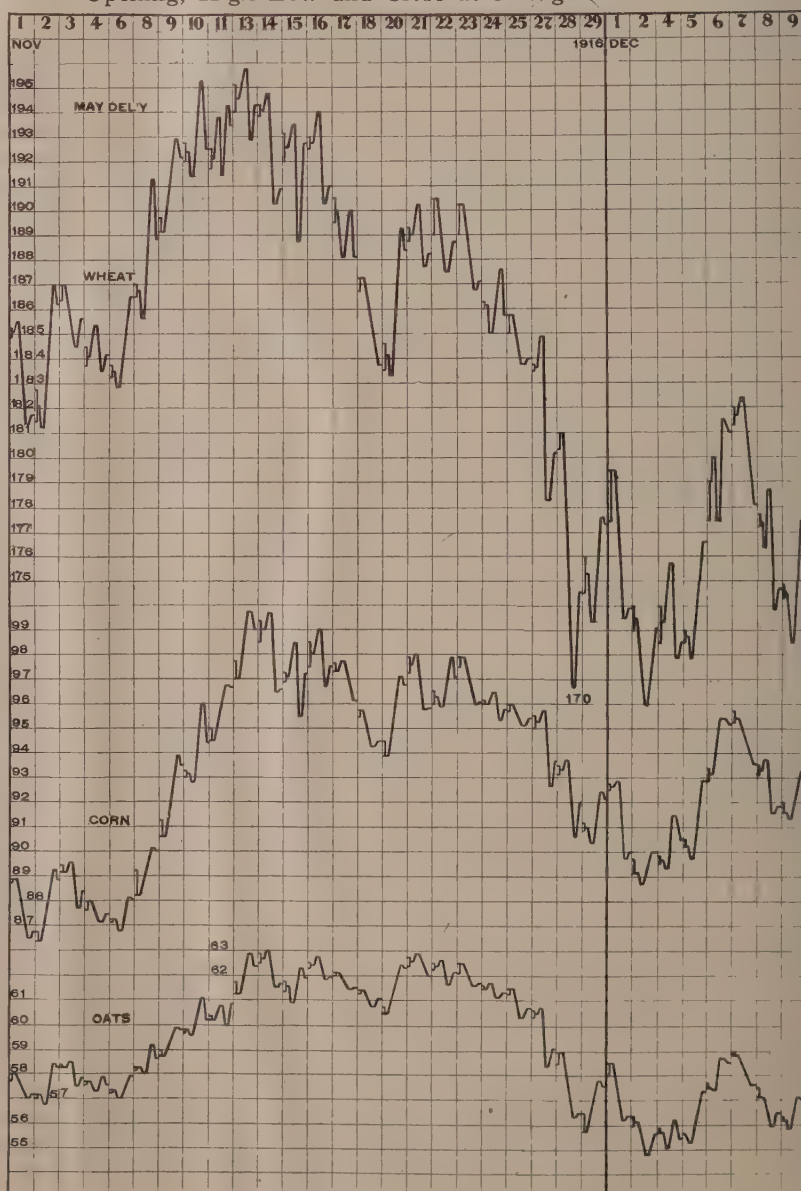
	Nov. 25.	Nov. 27.	Nov. 28.	Nov. 29.	Dec. 1.	Dec. 2.	Dec. 4.	Dec. 5.	Dec. 6.	Dec. 7.	Dec. 8.	Dec. 9.
Chicago	184	180½	174½	177½	173½	173½	172½	176½	181½	178½	174½	177½
Minneapolis	190½	187½	180½	184	181	179½	179½	183½	188	186½	183½	186½
Duluth	191	186½	179½	184	180½	179	178½	181½	188½	186½	183½	186
Omaha	180½	176½	169	173	170½	169	168½	172½	177½	174½	171½	173½
St. Louis	182½	179	171½	175½	172½	171½	171½	175	179½	177½	174½	176½
Kansas City	180½	176½	168½	174½	170½	169½	168½	172½	177½	175	171½	173½
Milwaukee	184	180½	175	177½	174	173½	172½	176½	181	178½	174½	177½
Toledo	189½	186½	181½	183½	181½	180	179½	183½	189½	187½	183½	186
*Baltimore	187½	184½	178½	180½	179	178½	175	179½	184	181½	181	183½
Winnipeg	186½	185½	181½	184½	181½	179	178½	181½	185½	186½	184½	186½

MAY CORN.

	Nov. 25.	Nov. 27.	Nov. 28.	Nov. 29.	Dec. 1.	Dec. 2.	Dec. 4.	Dec. 5.	Dec. 6.	Dec. 7.	Dec. 8.	Dec. 9.
Chicago	95½	93½	91	92½	90	90	90½	92½	95½	93½	91½	93½
Kansas City	93½	91½	88½	89½	87½	87½	88½	90½	93½	91½	89½	90½
St. Louis	95½	93½	90½	92½	90½	89½	90½	92½	93	93½	92½	93½
Omaha	91	90	87½	87½	86½	85½	87	87½	91½	90½	88½	89½

*Spot No. 2 Red Western.

Opening, High Low and Close at Chicago Since Nov. 1.



Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

CANADA.

Dalemead, Alta., Dec. 2.—Threshing very late in this part of Canada owing to many light snow falls; will be finished by Dec. 20 with good weather; car shortage worst that has ever been here; elvtrs. full all the time and we get about 2 cars per week; not over 30% grain marketed yet owing to car shortage.—Ray S. Drake, agt. Pioneer Grain Co.

IOWA.

Mapleton, Ia., Dec. 7.—No grain moving now.—S. A. Nelson.

Neils sta. (Leland p. o.), Ia., Dec. 6.—Farmers selling freely at present prices; corn in good shape for marketing; fully 50% of oats left in farmers hands.—C. C. Schulte, agt. Bowles, Billings, Kessler Grain Co.

West Liberty, Ia., Dec. 6.—Corn has been moving freely; it takes \$2c to \$5c to move it; looks like most of the corn would leave farmers hands by Jan. 1; plenty of oats in farmers hands; holding for 50c or more.—T. E. Fountain.

KANSAS.

Belle Plaine, Kan., Dec. 6.—Farmers holding about 15% of their wheat for \$2.—Jas. G. Fay.

Jewell, Kan., Nov. 28.—Wheat nearly all moved from this locality; some corn moving.—Jewell Mfg. Co.

Page, Kan., Dec. 1.—Cannot move any wheat account scarcity of cars; considerable still in farmers hands due to car shortage.—Wm. Vogelgesang, mgr. Farmers Union Ass'n.

Leavenworth, Kan., Dec. 4.—Demand for corn among farmers is greater than corn being delivered by farmers; most is coming from river bottom; about 80% wheat delivered.—Mr. Legler, of Wilson-Legler Hay Co.

MICHIGAN.

Lansing, Mich., Dec. 5.—Total number bus. wheat marketed in November at 75 mills, 77 elvtrs. and to grain dealers is 220,506 bus.; compared with 307,215 bus. in November, 1915. Estimated total number bus. wheat marketed in 4 months, August-November, is 4,250,000; compared with 3,750,000 bus. in same period last year.—Coleman C. Vaughan, sec'y of state.

MINNESOTA.

Albert Lea, Minn., Dec. 6.—Will have to ship corn into this territory again this year.—A. E. Palmer, of Spletz Grain Co.

MISSOURI.

Dixon, Mo., Dec. 7.—About 20% wheat still in farmers hands.—Roore & Murphy.

NEBRASKA.

Wilber, Neb., Dec. 7.—About 35% of 1916 crop in farmers hands.—W. D. Russell, of Farmers Elvtr. Co.

Alvo, Neb., Dec. 2.—Farmers anxious to shell and deliver corn at present prices, but car shortage curtails shipment; no old wheat in country.—J. W. Davis, mgr. Alvo Grain Co.

Murdock, Neb., Dec. 5.—Shipped 18,000 bus. of new corn during October and November, getting out first car Oct. 27, which graded No. 3 in Omaha.—W. T. Weddell, agt. Wright-Leet Grain Co.

OHIO.

Columbus, O., Dec. 1.—Wheat of 1916 crop sold as soon as threshed, 46%; aver-

age date of corn cribbing begun Oct. 20.—G. A. Stauffer, sec'y State Board of Agriculture.

OKLAHOMA.

Oklahoma City, Okla., Dec. 1.—About 65% of corn, 14% of wheat and 31% of oats still in farmers hands; farmers have consumed or sold during the past month about 10% corn, 6% wheat and 6% oats.—F. M. Gault, pres. State Board of Agriculture.

Wheat Movement in November.

Receipts and shipments of wheat at the various markets during November, 1916, compared with November, 1915, were in bushels, as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Winnipeg	30,724,550	52,105,200	.....	.....
Minneapolis	15,481,980	24,491,710	4,201,150	9,734,350
New York	9,031,800	18,726,380	8,602,150	18,618,271
Kansas City	6,890,400	10,981,900	6,478,750	4,742,550
Chicago	6,336,000	6,616,000	4,714,000	2,158,000
Duluth	5,276,466	26,555,675	6,081,425	23,655,742
Baltimore	3,805,342	5,098,497	3,789,079	5,510,898
St. Louis	3,097,609	5,802,285	2,874,150	3,958,700
Omaha	3,030,000	3,007,200	3,492,000	2,005,200
New Orleans	2,885,000	.....	2,288,322	1,280,516
Milwaukee	1,751,000	1,846,000	588,000	832,928
Galveston	1,589,000	1,636,000	1,251,837	866,272
Cincinnati	475,747	1,070,307	463,035	784,817
Toledo	396,200	1,717,000	199,700	853,800
Detroit	229,000	338,000	75,000	175,000
Indianapolis	94,000	292,000	71,000	133,000
COON	.....	.....	.....	.....

Oats Movement in November.

Receipts and shipments of oats at the various markets during November, 1916, compared with November, 1915, were in bushels, as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Chicago	12,353,000	16,387,000	10,807,000	12,850,000
Winnipeg	12,351,300	15,440,100	.....	.....
Minneapolis	3,825,100	6,841,370	3,528,680	6,003,760
Baltimore	1,811,745	2,067,523	1,870,220	2,832,253
St. Louis	1,536,800	1,830,900	1,363,700	1,392,860
New York	1,460,000	3,832,200	1,77,064	1,442,346
Omaha	1,237,600	1,322,600	1,509,000	1,104,000
Duluth	930,891	739,272	677,207	1,063,200
Kansas City	838,100	525,300	402,000	161,500
Indianapolis	533,000	908,000	400,000	362,000
Cincinnati	289,689	1,055,071	130,941	945,221
Detroit	216,000	553,000	49,000	211,000
Toledo	138,400	688,800	213,700	368,000
New Orleans	.....	.....	70,150	23,110

Corn Movement in November.

Receipts and shipments of corn at the various markets during November, 1916, compared with November, 1915, were in bushels, as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Chicago	8,604,000	7,600,000	2,375,000	3,403,000
Indianapolis	3,255,000	1,738,000	831,000	534,000
Omaha	1,486,800	849,600	679,800	587,400
Minneapolis	1,329,650	313,570	497,400	206,410
St. Louis	1,164,045	1,147,980	386,600	311,720
Kansas City	977,500	1,676,250	536,250	536,000
Cincinnati	689,600	1,688,167	107,262	167,230
Baltimore	710,629	340,395	663,516	87,041
New York	522,000	170,000	74,612	43,622
Toledo	356,400	272,400	55,500	18,200
Detroit	319,000	314,000	159,000	146,000
New Orleans	.....	.....	120,440	497,574

Exports of Grain Weekly.

	Wheat.		Oats.	
	1916.	1915.	1916.	1915.
July 4, '14, to July 3, '15:	314,473,000	192,346,000	101,585,000	17,702,000
July 3, '15, to July 1, '16:	356,038,000	303,441,000	125,709,000	101,626,000
July 8:	7,071,000	1,890,000	2,570,000	2,410,000
July 15:	7,963,000	2,049,000	4,299,000	2,829,000
July 22:	8,327,000	1,548,000	3,411,000	2,680,000
July 29:	8,891,000	3,809,000	3,065,000	1,646,000
Aug. 5:	7,032,000	1,971,000	3,881,000	1,382,000
Aug. 12:	5,782,000	3,841,000	4,403,000	697,000
Aug. 19:	5,813,000	3,100,000	4,180,000	397,000
Aug. 26:	7,316,000	4,302,000	3,447,000	290,000
Sept. 3:	7,679,000	5,317,000	2,357,000	1,700,000
Sept. 9:	8,641,000	4,788,000	1,640,000	761,000
Sept. 23:	5,402,000	5,753,000	1,943,000	1,692,000
Sept. 30:	7,760,000	7,487,000	917,000	1,853,000
Oct. 7:	6,894,000	10,030,000	1,642,000	726,000
Oct. 14:	6,314,000	8,764,000	2,025,000	2,827,000
Oct. 21:	4,329,000	8,985,000	2,897,000	1,056,000
Oct. 28:	4,478,000	9,744,000	1,782,000	1,814,000
Nov. 4:	5,235,000	8,963,000	893,000	1,005,000
Nov. 11:	4,481,000	10,496,000	1,281,000	1,003,000
Nov. 18:	5,575,000	7,614,000	1,947,000	1,688,000
Nov. 25:	5,208,000	8,782,000	2,187,000	2,226,000
Dec. 2:	5,076,000	9,411,000	1,108,000	2,264,000
Dec. 9:	5,339,000	8,484,000	2,080,000	2,196,000
Total	142,841,000	142,572,000	55,197,000	33,902,000

Rye Movement in November.

Receipts and shipments of rye at the various markets during November, 1916, compared with November, 1915, were, in bushels, as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Baltimore	1,621,294	1,560,418	1,743,305	801,178
Minneapolis	1,360,470	1,433,880	1,027,840	1,100,570
Chicago	736,000	981,000	739,000	659,000
Duluth	335,170	963,034	408,350	851,750
New York	193,750	146,000	119,015	201,553
Omaha	176,000	355,300	156,000	262,000
St. Louis	86,900	118,450	73,350	102,050
Cincinnati	59,475	87,578	12,005	36,588
Detroit	49,000	92,000	31,000	43,000
Kansas City	33,000	81,400	74,800	72,600
Toledo	14,600	13,000	12,310	9,800
Indianapolis	10,000	28,000	20,000	7,000

Barley Movement in November.

Receipts and shipments of barley at the various markets during November, 1916, compared with November, 1915, were in bushels, as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Minneapolis	4,186,570	5,556,570	3,113,160	5,346,500
Chicago	3,588,000	3,815,000	955,000	929,000
Winnipeg	1,879,800	1,963,000	.....	.....
Duluth	1,773,505	4,183,083	2,368,661	4,430,900
New York	1,083,350	856,350	588,851	505,504
Baltimore	244,769	1,261,952	244,769	131,207
St. Louis	232,000	300,400	9,650	22,490
Omaha	159,600	75,600	86,000	14,000
Cincinnati	100,192	102,708	4,088	106
Kansas City	91,000	369,600	117,600	284,200
Toledo	1,000	1,000	.....	.....

Feedstuffs Movement in November.

Receipts and shipments of feedstuffs at the various markets during November, 1916, compared with November, 1915, were as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
St. Louis, sacks	127,230	190,590	72,610	192,400
Chicago, lbs.	39,904,000	57,400,000	59,644,000	142,176,000
Minneapolis, tons	7,287	12,202	64,070	68,856
Kansas City, tons	3,300	3,200	12,320	13,180
New York, tons	2,369	2,657	1,149,240	459,100

THE MILLING ORDER issued by the British Board of Trade and effective Nov. 27 provides the following as the percentages of flour that must be extracted from wheat of various qualities: From English wheat, 76 per cent; choice Bombay, 78; Australian, 78; blue stem, 76; Walla Walla, 75; No. 2 red western, 76; No. 2 red winter, 74; No. 2 new hard winter (1916), 76; No. 1 northern, 75; No. 1 northern Manitoba, old crop, 76; No. 2 northern Manitoba, old crop, 75; No. 3 northern Manitoba, old crop, 73; choice white Karachi, 75; rosafé (62 pounds), 73; soft red Karachi, 75; baril (61½ pounds), 74; and barilletta Russo (61½ pounds), 74 per cent. No wheat may be milled in the United Kingdom except in accordance with this schedule.

ALL RECONSIGNMENT privileges of grain, hay, lumber and coal, after it has reached destination, will be discontinued shortly, if the railroads are permitted to enforce tariffs which they are credited with having already prepared. In other words, freight reconsignment after its arrival at destination will be subject to the local rate in and out of the reconsigning point. The real effect of such a tariff would be to increase the freight on grain reconsigned from a central market or a junction point. The reconsignment privilege is one which has long been used most advantageously by the grain trade, and in ordinary times it has been used to the great advantage and profit of all concerned, including the railroads, for the privilege has helped to swell the freight earnings of many carriers.

Embargo Orders By Railroads.

Never in the history of the grain trade has traffic been so tied up by railroad embargoes as at present. In other years we have had embargoes against a specified market or a named elevator, continuing a few days; but now entire railroad systems are embargoed; and shippers in a big, central market like Chicago have actually on some days found themselves without a single outlet for grain.

Embargoes issued by each eastern trunk line have been issued to the number of several thousand. They are constantly being taken off, put back on or modified, as the exigencies of the congested situation suggest to the railroad traffic officials, usually without regard to the necessities of the grain trade, or their rights as a part of the shipping public. Following are some of the recent embargo orders:

Erie: Agents will not accept freight from connecting lines for points east of Marion, O.

Indiana Harbor Belt, effective Nov. 27, on shipments of grain consigned to Keystone Elevator, South Chicago, Ill. Cars in transit will be accepted.

Pennsylvania Lines west of Pittsburgh, effective Nov. 29, on new corn from all points destined to all points on or which may be reached via their lines.

Pennsylvania Railroad: No agents are to accept freight from connecting lines destined to points east of Pittsburgh, the order applying to all commodities.

Delaware & Hudson, effective Dec. 4, on all freight loaded in box cars, originating west of the Hudson River and routing to points on or via the Boston & Maine R. R.

Pennsylvania lines, effective Dec. 6, removed the embargo placed Nov. 29 by the Pennsylvania lines west of Pittsburgh on new corn destined to points on or via their line.

Baltimore & Ohio, effective midnight Dec. 2 on all grain, except corn, for Locust Point. All shipments of oats and wheat for track and elevator delivery at Mt. Clare are embargoed.

New York Central, on all carload freight consigned or to be reconsigned to points on or via the Grand Trunk Ry., via Black Rock, N. Y. Shipments billed up to and including Nov. 26 will be accepted.

Baltimore & Ohio, effective Dec. 6, modified the embargo on grain for Baltimore, Md., as revised Dec. 2, to permit acceptance of buckwheat for either Locust Point or Mount Clare delivery, Baltimore, Md.

Boston & Albany, effective at midnight, Dec. 6, on all freight coming from connecting lines via West Albany, Albany, Bensselaer and Hudson, N. Y., for points on or via the Boston & Albany R. R., except perishable.

New York Central, effective Dec. 2, on all carload freight consigned or to be reconsigned for New York Central R. R. local delivery at Cleveland, Ohio, except freight for delivery at East 105th street and West Park, and for private tracks.

Wabash on grain destined or to be reconsigned to points east of Detroit, Mich., or Toledo, O., via the Wabash R. R. or via any junction point east of East St. Louis or Chicago. Shipments billed up to and including Nov. 27 will be accepted.

Michigan Central, effective Nov. 28, on carload freight of any description to be held for reconsignment or for orders at Victoria Yard or Bridgeburg, Ont., or Black Rock and Buffalo, N. Y. Shipments billed up to and including Nov. 28 will be accepted.

Boston & Maine, effective Dec. 4, modified the embargo placed Dec. 2 on all box car freight originating at points west of the Hudson River when destined to points on the Boston & Maine R. R. to the extent that these restrictions will not apply to freight loaded in Boston & Maine, Bangor & Aroostook and Maine Central box cars.

Pennsylvania, on all grain export or domestic for North Philadelphia for Keystone Elevator & Warehouse Co. or any consignee care of same. Wheat and corn for all consignees at all stations in Philadelphia; grain for all consignees at Washington Ave. wharf, or any station in that district, Girard Point, Girard Point Elevator.

Nickel Plate, effective Nov. 27 on all eastbound carload freight destined to points east of Buffalo, N. Y., or to be reconsigned to points east of Buffalo, including grain of all kinds. This embargo does not apply to livestock, live poultry, perishable, spirits and alcohol, or coal. Freight waybilled or in transit up to and including Nov. 28 will be accepted.

New York Central, effective at midnight, Dec. 7, extended the embargo placed Dec. 5 on carload freight from their various New York City stations, to cover all carload freight for Inwood, N. Y., Jay Street Terminal, Brooklyn, N. Y., and Bush Docks, Brooklyn, N. Y., except perishables. This extension will also apply via the N. Y., O. & W. Ry. and Weehawken, N. J.

Baltimore & Ohio, effective Dec. 2, revised the embargo on grain for Baltimore, Md., placed Nov. 8, as follows: Embargo all shipments of grain for Locust Point, except corn. Embargo all shipments of oats and wheat for Mt. Clare Elevator or track delivery. Embargo is still effective on all shipments of grain, export or domestic, for Mt. Clare or Locust Point when from connections east of Pittsburgh, Pa., Wheeling, W. Va., and Bellaire, O.

Boston & Maine, effective Dec. 2, on all box car freight, carload and less carload, routed via or coming from points on the New York Central R. R. via Rotterdam Junction and Troy, N. Y., and the Delaware & Hudson Co., at Mechanicsville and Troy, N. Y., and via the Boston & Albany and New York, New Haven & Hartford R. R., when originating at points west of the Hudson River when destined to points on the Boston & Maine R. R. This embargo does not prohibit forwarding of carload shipments destined to points beyond the Boston & Maine R. R. when not restricted by other embargoes.

New York Central, effective at midnight, Dec. 7, extended the embargo of Nov. 23 on all freight from all connections at junctions of the line west of Buffalo, N. Y., and Clearfield, Pa., other than the New York Central System Roads, to prohibit the acceptance of all freight originating at points beyond the New York Central System Roads, including Michigan Central R. R., Pittsburgh & Lake Erie Ry., Peoria & Eastern R. R., Lake Erie & Western R. R., Toledo & Ohio Central R. R., Indiana Harbor Belt R. R., Cincinnati Northern R. R., Kanawha & Michigan Ry., and Cleveland, Cincinnati, Chicago & St. Louis R. R., for delivery to the New York Central at junction points of the line west of Buffalo, N. Y., and Clearfield, Pa.

New York Central, effective midnight Nov. 24 on all freight, carloads and less, from all connections at junctions of the line west of Buffalo, N. Y., and Clearfield, Pa., other than New York Central System Roads, including Michigan Central R. R., Pittsburgh & Lake Erie & Western R. R., Toledo & Ohio Central R. R., Indiana Harbor Belt R. R., Cincinnati Northern R. R., Kanawha & Michigan Ry., Cleveland, Cincinnati, Chicago & St. Louis R. R., and except freight originating within the switching limits of connecting roads at junction points of the above named system roads, including freight handled through warehouses and elevators at such junction points subject to proportional or reshipping rates, also except livestock, and perishables, etc.

New York, New Haven and Hartford and the Central New England, effective Dec. 4, on all carload and less carload freight coming to these companies from connecting carriers when originating at points outside of the New England states, whether consigned direct, reconsigned, or reshipped, via any junction point with connecting carriers, or via piers 31 to 70 East River, New York, Brooklyn Terminals, Harlem River or by lighter service. An embargo is placed on carload shipments of potatoes for Harlem River, N. Y., Bridgeport, Conn., or Providence, R. I., which are consigned direct, reconsigned or reshipped. This will be modified where necessity exists when taken up with the undersigned (J. O. Halliday, Supt. of Trans., New Haven, Conn.). The following named lines will be treated as if a part of the N. Y., N. H. & H. R. R. and C. N. E. Ry.: Berkshire Street Ry., The Connecticut Co., Fore River R. R., Grafton & Upton R. R., Brooklyn Eastern District Terminal, Jay Street Terminal, Norwich & Westerly St. R. R., Moshassuck Valley R. R., N. Y. W. & B. Ry., Rhode Island Co., South Manchester Ry., Wood River Branch R. R., Union Freight R. R., New York Dock Co., Queensboro Terminal Co.

Lehigh Valley, on all freight, carloads and less carloads except perishable, consigned to or for delivery at Baltic, Atlantic and Fulton Terminals, New York Dock Co.,

Brooklyn, N. Y., unless acceptance of same is authorized by F. E. Signer, G. E. F. A., New York. The South Brooklyn Ry. have embargoed all freight consigned to Coney Island dock delivery along the Brighton Beach line. Shipments consigned to other stations on the South Brooklyn Ry. via Bush Docks, will be accepted. Embargo all domestic freight, originating on connecting lines or beyond, delivered at junctions Wilkes-Barre, Pa., and east thereof, consigned, reconsigned or to be reconsigned to the following New York and Brooklyn stations, piers 2, 8, 34 and 66 North River; West 127th street yard, pier 44, East River; foot East 43rd street and foot East 124th street, New York, and pier 5 Wallabout station and Jay Street Terminal, Brooklyn, New York. Long Island R. R. Embargo has consigned, reconsigned or to be reconsigned to East New York, Atkins Ave., Bushwick Junction, Bushwick station and Flatbush Avenue station, unless acceptance is authorized by F. E. Signer, G. E. F. A., New York. Upon hay and straw from all points consigned, reconsigned or to be reconsigned to pier 66, North River; West 27th street yard and East 149th St. Terminal, New York, N. Y., and pier 5 Wallabout station, Brooklyn, N. Y., unless the acceptance is authorized by F. E. Signer. Embargo all carload export freight via the port of New York, originating at all points unless the acceptance of same is authorized by F. E. Signer, General Eastern Freight agent, Produce Exchange Bldg., New York, N. Y., Mr. Signer's authority number to be shown on card and revenue waybills.

Grain Men's Suggestions on Federal Wheat Grades.

At Kansas City Nov. 24 about 20 grain exchange representatives, grain dealers and millers held a conference to formulate recommendations to the U. S. Dept. of Agriculture on the contemplated grades to be established for wheat.

The meeting was called to order by E. D. Bigelow, sec'y of the Kansas City Board of Trade, and was presided over by Geo. A. Aylsworth of that city.

The interests of those engaged in the handling, warehousing and export of wheat are as important as those of the millers who desire a multiplicity of grades with differentiation on account of color or place of growth, such as New York State Wheat, and yellow winter wheat, that would make so many different kinds the warehouseman could not find separate bins for every variety. As the law requires a public warehouseman to keep the different grades separate, many elevator operators would retire from the public elevator business if the grades were too numerous and the producers would lose an essential facility in the competitive bidding for their grain.

A com'te consisting of J. C. F. Merrill, sec'y of the Chicago Board of Trade; O. M. Smith of the Omaha Grain Exchange, and G. A. Aylsworth of Kansas City, was appointed to present the following recommendation to the United States Dept. of Agriculture:

At a conference of accredited representatives from the following Grain Exchanges, Chicago, St. Louis, Kansas City, Omaha, St. Joseph, Atchison, Wichita, Hutchinson and New Orleans, it was voted to favor the dockage system in the grading of winter wheats. Also to favor the continuation of the grade designations and the minimum test weights per bushel as they now exist. Also to put all wheat not suitable for numbered grades, including smutty and garlicky wheats, into sample grade. It was voted to object to the use of a moisture test in the grading of wheat or any small grains.

THE UNITED STATES Supreme Court has set Jan. 8 for the hearing on the 8-hour trainmen's law.

A RECORD-BREAKING CAR of wheat in point of value was sold on the Winnipeg Grain Exchange by Thompson, Sons & Co. The car was N.P. 120006, containing 1955 bus. shipped from Harris, Sask., and valued at almost \$3,400.

Federal Inspection Regulations.

In Service and Regulatory Announcements No. 15, issued Dec. 6, Chas. J. Brand, Chief of the Office of Markets and Rural Organization, suggests form of inspection certificates, temporary use of present certificates, record of certificates, forms for designating agents in appeals and disputes, forms for grade memoranda issued in connection with appeals and disputes, and gives opinions on seven questions arising in the enforcement of the Grain Standards Act.

One ruling is that an eastern seaboard market unnamed can not use the grade designation "Prime Sail Mixed Corn."

Another ruling is that the grades do not permit a larger amount of foreign material and cracked corn combined than the old grades.

Whether import grain shall be inspected as it leaves the vessel or is taken into elevator storage is held to be a practical matter for the licensed inspector to decide.

On small shipments of sacked corn from Mobile to Cuba it is held that the rules apply the same as on large shipments.

A Kansas miller desiring the inspection of grain going from a Kansas point to his mill by a licensed inspector is informed that the Grain Standards Act has nothing to do with intrastate shipments, but that an inspector licensed by the Federal Government may grade the shipment if requested to do so, in which case, however, there would be no right of appeal to the Sec'y of Agriculture from the grading by an inspector in such intrastate transaction.

A shipper at a point where there is no licensed inspector is advised that he may lawfully ship grain to a point in another state where there is no licensed inspector and state on his invoice that the grain is of a certain grade, and may guarantee it as such, being required, however, to report each such transaction to the government.

An elevator operator who has been supporting the grain inspector at a point where the fees at 25 cents per car are not sufficient to keep the inspector is informed that he must discontinue the payment of salary, as the law prohibits an inspector from being employed by anyone operating a grain elevator or warehouse.

THE GRAIN ELEVATOR bill has been moved for second reading in the New South Wales Legislative Assembly. As soon as the bill is passed construction will be pushed first on the large terminal elevator at Sydney and the larger country elevators.

THE FIRST of a consignment of probably 100 cars of wheat from the Pacific Coast loaded on gondola cars and covered with tarpaulins reached Chicago last week and was unloaded at the Hales Elevator. On account of the car shortage box cars are not available for bulk loading.

PULLMAN, WASH., will hold the 11th annual wheat convention of the Pacific Northwest Jan. 2 to 4. Reduced rates of fare will be granted by the railroad companies. Among the addresses to be given are "Functions of the Grain Exchange" by John G. McHugh, sec'y of the Minneapolis Chamber of Commerce; "Grading Grain under the United States Grain Standards Act" by S. A. Regan of Portland, Ore., and "Wheat Investigations of the Experiment Stations" by Dr. Ira D. Cardiff of the state college.

Quick Determination of Grain Pressures.

Since the adoption of modern materials of construction, the most perplexing problem confronting grain elevator builders is the question of grain pressures.

The economic and efficient construction of grain elevators has become a highly specialized branch of engineering. In spite of this, and the fact that the modern grain elevator has reached its highest development in America, there has been little experimenting done to obtain definite knowledge of the pressures produced by grain in deep bins. Hence methods of design of tanks have varied from the rough guess work of the inexperienced to the wasteful tho safe fluid pressure design of some established engineers.

In 1895, H. A. Janssen C. E., Bremen, Germany, made a number of experiments on rectangular bins to decide what proportion of the weight of the grain contained in a bin would be carried by the bottom and what proportion would be carried by the bin walls. From these tests he developed the formula, for lateral pressure at the bottom of bins:

$$L = \frac{WR}{C} \left(1 - e^{-\frac{KCH}{R}} \right)$$

W=weight of grain per cu. ft.

R=hydraulic radius.

C=coefficient of friction of grain on walls.

K=constant for the particular grain.

e=base of Napierian logarithms.

H=height of grain.

For wheat, Janssen found that C:0.3 and K:0.67, so that C.K:0.2. Substituting these values of C and K in a

formula Janssen derived for the value of the vertical pressure he found that

$L::KV$ or,

vertical pressure equals lateral pressure divided by K. Hence when the value of the lateral pressure is found the vertical pressure is also determined.

Believing this lateral pressure formula meets the requirements of American engineers, Ernest McCullough, Chief Engineer of the Fireproof Construction Department of the Portland Cement Association, by substituting in the formula varying value of diameter of tank and depths of grain, plotted the curves shown herewith, using 50 lbs. as the weight of grain per cu. ft. Knowing the depth and diameter of bin desired it is easy to find from the curve the lateral pressure for which the bin must be designed. For instance, required the lateral pressure at the bottom of a cement lined bin, 10'.0" in diameter and 20'.0" high, containing wheat weighing 50 lbs. per cu. ft. Running up on the right hand side of the diagram, find the horizontal line representing a 20'.0" depth. Follow the horizontal line to the left to the curve marked 10' diameter. At the point where these two lines intersect, run vertically down the diagram and read the pressure given. Note that the pressure is given in pounds per square foot.

Mr. McCullough hopes that these curves will promote the economical design of bins, especially by those builders, who for lack of grain pressure data have hesitated to depart from standard sizes. The use of these curves should eliminate some of the guess work of the inexperienced designers, and prove an aid to established builders.

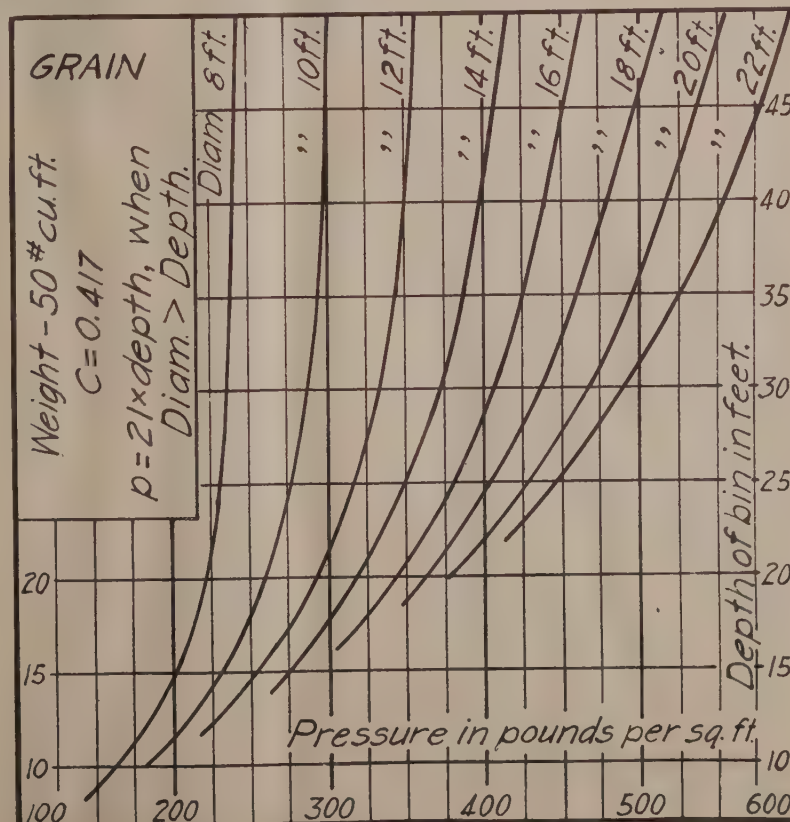


Chart for Quick Determination of Grain Pressures.

Uniform Trade Rules Needed for the Cash Trade.

BY V. E. BUTLER.

Let us analyze the grain business as it exists today, and forgetting the past let us try to get a vision of the methods best adapted to marketing grain in the future. It is admitted that grain is being marketed today upon a more scientific basis than ever before, and prices now being paid for the actual grain depends upon the percentage of moisture content, foul matter, spoiled or damaged grain, etc., contained in the grain offered for sale. This condition has applied to corn for the past two years and when the Grain Standards Act is applied all grain will be handled upon the same basis. It has taken years of hard work with patient and persistent study to formulate grades based upon equity to producers and consumers. When this study was begun it was no uncommon thing to hear it denounced by both country and terminal market dealers as being impracticable. However, the day arrived when the passage of grain standardization laws was demanded by practically all engaged in the grain business.

Theoretically a buyer of grain can go into any market in the country and buy any given grade of grain and know that what is delivered to him meets the requirements of the grade purchased. It only remains to work out the theory into actual practice at the many terminal markets of the country.

Uniform grades having been provided for as a basis for trading on the floors of the exchanges, the question arises why have not uniform rules of trade also been adopted, so that a shipper to any market would know under just what conditions his shipments would be handled, and so that commercial transactions between members of the exchanges and non-members would be governed by rules that would give to the non-members equal rights in the disposal of their property. There is a semblance of uniformity in the rules of the exchanges, but not exact uniformity in so far as to define specifically the rights of non-members.

UNIFORM TRADE RULES.—It would hardly be right for country shippers to ask for uniform rules governing transactions between members of exchanges, but it is right that they ask for uniform rules governing transactions with members of the exchanges, and for rules that will give proper protection within given limits so that shippers' rights in all matters of business transacted with members may be safeguarded.

THE QUESTIONS shippers are interested in are Arbitration, Diversion of Property, Interest on Advances, Reporting of Sales, Principal, Agent and Subsidiary Companies, Settlement of Over or Under Deliveries, Reinspection, To Arrive Sales, Seal Record and Car Condition, Time of Payment for Grain and Authorization of Contracts of Corporations and Copartnerships.

ALL EXCHANGES recognize the right of arbitration between members, but many of them have no provision whereby a non-member can arbitrate any question arising from a transaction within the market. There should be provision made in all markets to arbitrate all questions between members and non-members incident to the purchase or sale of any commodity when the trade is made on the basis of weights, grades or terms established by

rule of the market, or any trade made between a non-member and a member regardless of where delivery of property is made. The fees for such arbitration should be the same for both parties to the dispute.

THE SHIPPER OF GRAIN to a terminal market expects and should have the right to demand settlement for same based upon the weights of some recognized Board of Trade, State or disinterested weighing department, and no handicap should be placed against forwarding or diverting grain to points where such weights are furnished. But if diversion of grain is made to interior points consent in writing should be obtained from the consignor in order to relieve the consignee of any loss or damage occasioned by such diversion. It is the practice of some terminal markets to forward or divert grain to any point regardless of the rights of shippers and they provide for such practice by rule of the exchange and compel the shipper to settle on such weights as they are able to furnish. There is no equity in such transactions and they should not be tolerated by any exchange that desires to be fair with the shippers to its market.

IN THE MATTER OF REINSECTIONS at terminal markets there is hardly any two rules alike. Some markets make no provision for reinspection altho it is allowable in all markets by common consent.

The owners of consigned grain to the open markets for sale by sample or grade, or sample and grade, should guarantee the grade for a definite period of time. The number 3 grades or better should carry a longer guarantee than 4 grades, and the numbers 5, 6 and sample grades should carry a much shorter guarantee by the shipper. Within the period of guarantee reinspections should be allowed. Some markets have rules of this kind covering corn, but they should apply to all grain, and the rules of all markets should be made uniform on this question as it is most important that the country shipper know where his liability ceases.

The reason for the suggestion of a graduated guarantee of the different grades is that the lower grades of grain are sold at a discount under the better grades, and are bought largely for the purpose of conditioning and raising the grade and there can be no good reason why the buyer should not assume some of the risk of his purchase in proportion to his probable profits.

On grain bot to arrive the shipper should only be required to guarantee the grades to time of its arrival plus 24 hours in which to call reinspections, as he has filled his contract when his car arrives at the terminal and it is inspected.

"PLUGGEE" CARS earn a heavy penalty, as the buyers of grain by sample or grade to arrive are entitled to get what they buy. Within the past few years a condition has prevailed at country stations and terminal markets, caused by congestion of grain and a shortage of cars, that has brot about the practice of loading cars too full for thoro inspection and such grain is sold subject to reinspection when unloaded. It has been claimed that in some markets such cars have been set aside and held on sidetracks at the convenience of the buyer and in such cases it has been a source of loss and expense to the shipper. Whether this practice be true or not a rule should be formed and applied so that the shipper should only

be compelled to guarantee grade for a given length of time.

LEAKAGE OF GRAIN from cars in bad order is a never ending source of loss to all shippers and every market should furnish its shippers with report on car condition and seal record upon arrival of cars. This report should be in such form that it would be conclusive evidence upon which to base claims for loss of grain in transit. No charge should be made for this service in markets where inspection and sampling departments show a profit.

PRINCIPAL AND AGENT.—It is the intent and purpose of all terminal markets that they be open and broad and I believe they are. However, there has been much complaint of members of exchanges acting as principal and agent in transactions, thereby receiving double commissions. Also complaint has been made that receivers sell their consignments to concerns in which they have an interest and that such sales do not enter into a competitive market.

A few of the markets have no rules covering these points altho in Omaha and Minneapolis they found it essential to have such a rule apply to cash grain. While in Chicago they have a rule covering the point of principal and agent, but say it shall not apply in case of exchange of cash property.

While a uniform rule covering this question would only affect members of exchanges, it would appear to be fair and would do away with criticism and make the markets more competitive.

SOME EXCHANGES provide facilities for trading in future or option contracts which are used for hedging purposes by grain dealers and are also used for speculative purposes by the speculator. In my travels over the country I have found many co-operative concerns that have sustained losses on account of speculation in these contracts by their managers who made trades, in the name of the company, for speculative gain without being authorized so to do by their board of directors or other officers of the company.

The Omaha market recently instituted a future market and has a rule that prevents any representative of a corporation making a trade for the corporation without filing written consent from its officers authorizing him to make trades for its account. This market is the only one that I know of that has such a rule, altho every market should have, and it should be extended to cover co-partnerships.

I have discussed only a few of the most important changes that should be made in order that cash trades in grain be made upon the basis of equity to all concerned. This discussion is not offered in the form of criticism of present methods of handling cash grain, but rather in the hope that from the consideration of these questions by the shippers of the country the grain business may attain a still higher place in the minds of men.

With the enactment into law of the Grain Grades and clean B/L Acts by Congress, and the further benefits of Uniform Rules by the grain exchanges of the country, the future of the cash grain business is assured in so far as terminal market practices apply.

A RESOLUTION requesting the Secretary of Agriculture to report on the advisability of placing an embargo on wheat has been introduced by Rep. Emerson.—P.

Carrier Not Liable for Permitting Unauthorized Inspection by Buyer.

When selling grain to buyers at interior points of whom little is known, or who may have the reputation of refusing to accept shipments when the market has declined by the time of the arrival of the shipment shippers have sought to protect themselves by requiring the buyer to pay the draft before examining the goods. This is a correct business practice as the contract is so understood by both parties and the seller has a perfect right to require payment of draft before examination of the goods, altho the courts in absence of specific contract hold that buyer may inspect the goods before paying for them.

To prevent the buyer from inspecting the grain before paying the draft, this document is attached to the S/O B/L, on the theory that the banker will not hand the buyer the B/L until he pays the draft, and that the railroad company will not allow buyer, notify party, to touch the car until he shows the B/L. As a further protection the Bs/L have contained the following clause:

The surrender of this original order or bill of lading properly indorsed shall be required before delivery of the property. Inspection of property covered by this bill of lading will not be permitted unless provided by law, or unless permission is indorsed on this original bill of lading, or given in writing to the shipper.

In too many cases all the shipper's efforts to protect himself against a crooked buyer have been set at naught by loose methods of the carrier or friendship between the notify party and the carrier's agent at destination, permitting him as a personal favor, to look into the car before paying the draft. Of course, the railroad company is responsible for the rejection and shippers feel they ought to have recourse against the railroad company, but in the case of the Model Mill Co., of Johnson City, Tenn., against the Carolina, Clinchfield & Ohio Railroad Co., the Supreme Court of Tennessee on Oct. 24, 1916, decided in favor of the railroad company.

The mill company sold Murphy & Co., of Augusta, Ga., 200 barrels of flour at \$4.25, to be equal to sample shown by the mill's sales agent, and made draft for \$850 attached to S/O B/L. Shipment and documents arrived promptly; but while the flour was still in the car at the depot Murphy & Co. claimed the right to inspect the flour for the purpose of determining whether or not the quantity, condition and quality of the flour was the same as that agreed to be purchased. The delivering carrier granted the right of inspection, altho the B/L contained the clause that inspection would not be permitted unless authorized by shipper and so indorsed on the B/L.

Buyer refused to pay the draft on the ground the flour was two grades lower than sample, and ten days later the mill company made claim against the railroad company for \$850, alleging

This car of flour was opened by Murphy & Co. without surrender of B/L, and rejected on a technicality that the same was not up in grade.

We know positively, and are willing to make affidavit, that we shipped exactly the grade of flour we sold them, and as the market has declined considerably since this sale was made, we maintain that Murphy & Co. were looking for an excuse to reject the flour, and when allowed to open the car before paying our draft, to get possession of the B/L took advantage of the opportunity.

The railroad company held the flour in a warehouse subject to shipper's order

for several months, when it began to deteriorate and was sold by the warehouseman.

The mill company brot suit and was given judgment in the lower court, but this was reversed and the reversal sustained by the Supreme Court, which said:

It is insisted that the initial carrier was guilty of a conversion of the flour to its own use when it failed to prevent an inspection by Murphy & Co., prior to payment of the draft. It is urged that the inspection enabled Murphy & Co. to "create and invent some objection to save itself from loss by reason of the fall in price of 15 cents on the barrel. This proposition is unsound. By the eighth paragraph of complainant's bill it is averred that the clause of the B/L relative to inspection was made in Johnson City, Tenn., and "is subject to the laws of this state, and must be governed by same in its interpretation, and in all and any actions brought for breach of same." We agree that:

"The law of the place where the contract is made must, in the absence of proof of the intention of the parties to the contrary at the time of making the contract, be looked to for the creation of obligations imposed by and the interpretation of any rights arising out of it." Hutchinson on Carriers, Vol. 1 (3d Ed.), Sec. 201.

But it has long been the settled law of this state that a purchaser such as Murphy & Co. is disclosed to have been the legal right to inspect such a shipment as that here involved before payment of the draft, and without production of the B/L. Murphy & Co. had this right of inspection in order to ascertain if the flour was in quality, quantity and condition such as it had agreed to purchase, and in the event it was not, to reject the flour and refuse to take it. Such was the holding of this court in *Charles v. Carter*, 96 Tenn. (12 Pick.) 607, 36 S. W. 396. In that case the shipment involved was a carload of Irish potatoes. It was an order to notify shipment, and went from a shipper at Memphis, Tenn., to a conditional purchaser in Kansas City, Mo.

In the present case Murphy & Co. had not, prior to the shipment, seen or accepted it as fulfilling the agreement of the shipper. The latter had, by the means aforesaid, undertaken to protect itself from bad faith on the part of Murphy & Co., and therefore it is but just that the law should accord to Murphy & Co. the right of inspection, to the end that bad faith on the part of the shipper be not successfully practiced. If the shipment was in all respects such as the shipper had agreed it should be, and was without just cause rejected by Murphy & Co., the shipper had its remedy by suit against Murphy & Co. for the agreed price. At all events, however the matter may be reasoned out, it is clear upon authority that where a carrier grants the right of inspection in such a case, his act does not amount to a conversion of the goods, although it may result in a rejection of the goods and subsequent nonpayment of the draft by the drawee.—188 S. W. Rep. 936.

Corn Lost From Coal Car.

Much grain has been shipped from southern Illinois and Indiana points to Terre Haute, Ind., in gondola coal cars, the shipments being made at owner's risk, altho the carrier took extra precautions to guard the trains against theft. As the hauls were comparatively short, and as it was impossible to obtain the customary box cars, the coal car equipment became quite favorable with many shippers.

But this type of shipment is a thing of the past at the Henn & Beggs elevator, Oakland, Ill. On Nov. 24, such a car was loaded with 1,400 bushels of shelled corn and started toward Terre Haute over the Vandalia Ry. When near Redmon the hoppers in the bottom of the car loosened, literally letting the bottom drop out of the car. A thick layer of corn was strewn over the track and when reclaimed by workmen more than 300 bushels were found to have disappeared.

THE NEWEST DANCE to be learned by the pit traders is the "Submarine Shiver."—Market Record.

M. P. Thielen a Receiver.

M. P. Thielen, one of the most widely known grain shippers of Kansas, has embarked in the terminal grain trade, establishing headquarters at Salina, Kan. He will operate as the M. P. Thielen Grain Co., the style of the concern remaining the same as his elevator company at Lucas, the management of which Mr. Thielen has just relinquished after five successful years.

Mr. Thielen, a fotograf of whom is reproduced herewith, is a native of Michigan, having been born at Calumet in 1877. While he was still too young to object his parents moved to Russell County, Kan., taking with them their two-year-old son, and a few years later he was taught to plow, the motive power being a team of oxen. As the more improved methods of farming were introduced they were quickly adopted by Mr. Thielen and in a comparatively short time he became quite an authority on grain. Hessian Flies, Green Bugs or other grain pests have no love for him, as their extermination was one of his first studies. His entry into the grain elevator business was a natural step, as is the present advancement to the terminal market.

Mr. Thielen has been an enthusiastic member of the Kansas Grain Dealers Ass'n for the last 12 years and his advice on turkey wheat has been eagerly sought among brother members. This is the grain in which he has specialized for the milling trade, and which will still receive a large part of his attention. Both shippers and terminal market men of Kansas wish Mr. Thielen success in his new venture.

WE NEED the Grain Dealers Journal.—E. W. Devine, Cheyenne, Wyo.

ROUMANIA'S WHEAT CROP was estimated Dec. 1 by the International Institute of Agriculture at 109,000,000 bus., and the surplus from the preceding year at 30,000,000 bus. Coarse grains such as rye, barley, oats and corn are estimated to have yielded 143,000,000 bus. The acreage sown for the coming crop is greater than a year ago.



M. P. Thielen, Hutchinson, Kan.

Meeting Directors Illinois Grain Dealers Ass'n.

The semi-annual meeting of the Board of Directors of the Illinois Grain Dealers' Ass'n was held at Chicago, Thursday, Dec. 7, at 9:30 a. m.

The meeting was opened by Pres. Victor Dewein of Warrensburg.

Bert Ball, Sec'y of the Crop Improvement Comite of the Council of Grain Exchanges, reported a shortage in grain this year. He said the primary thing is more bushels and favored a campaign for improving the crops by supplying the school teachers with literature and in that way getting the school children interested. The cost of distributing the literature he had in mind he said would be about 25 cts. a school. Mr. Ball asked if the directors would be willing to have the secretary furnish a letter as the consensus of opinion that in order to get more grain the grain dealers ought to co-operate in bringing the matter before the local school teachers. Motion to this effect was made and carried.

Sec'y E. B. Hitchcock read an invitation requesting that the Ass'n hold its next annual meeting at Springfield. He also stated that an official invitation had been received to hold the next annual meeting at Chicago. Mr. Hitchcock suggested celebrating the 25th anniversary by meeting in Chicago in May, 1918.

B. P. Hill of Freeport moved that the next annual convention be held at Springfield and that the committee to be appointed work out the details. Carried.

E. E. Schultz of Beardstown moved that the President appoint a com'te of three including the Secretary to issue to the grain dealers and others concerned in Springfield acceptance and to make preliminary arrangements. Carried.

Mr. Schultz was made chairman of the com'te and E. M. Wayne of Delavan, U. J. Sinclair and E. B. Hitchcock were appointed as the other members.

Mr. Hitchcock called attention to a formal resolution at the last convention for a campaign to increase the membership. He suggested having a com'te of ten—one for each district—or preferably thirty, making three for each district, instead of a committee of 100.

Mr. Schultz made a motion that the president and secretary attend to the appointment of com'tes to increase membership. Carried.

Special Attorney Robert P. Vail for the test suits, reviewed the test case brought by the Illinois Grain Dealers' Ass'n to enforce the law of Illinois compelling the railroad company to pay for shortages, and accept the shipper's weight when the carrier fails to weigh the grain in the case of Shellabarger Elevator Co. v. Illinois Central Railroad Co. He said he did not believe any re-hearing would be granted, but in case it was it could be brought at much less expense. The decision, he said, was entirely satisfactory to the grain dealers.

Mr. Hitchcock called attention to a letter from the National Military Training League asking that a circular on universal military training be sent to members. The Secretary was instructed to include the circular with other matters sent to the members.

Mr. Hitchcock called attention to a list of questions, the replies to assist the Department of Agriculture in the establishment of new grades for wheat and oats. The matter was referred to Mr. Schultz with power to act.

Mr. Hill, treasurer for the special litigation fund made a report on the re-

ceipts and expenditures. It was moved and carried that Mr. Hill's report be referred to the com'te on finance for auditing.

It was moved that membership in the National Chamber of Commerce at Washington be continued. Carried.

Mr. Hill moved that the president be authorized to appoint a com'te to attend sessions of the National Chamber of Commerce with authority to make anyone who wants to go a delegate and to attend other conferences. Carried.

Mr. Hitchcock reported that in every line the ass'n is holding its own and in most departments it is growing healthily. The total receipts for the year were \$5,426.89. The expenditures in the same period amounted to \$5,514.12. The balance in the hands of the Treasurer, Dec. 1, 1916 was \$374.18. The following extracts are from the Secretary's report:

We can show that in every line the ass'n is holding its own and in most departments it is progressing and growing healthily.

The statement by the Treasurer which will supplement my statement will show that we have a very good balance on hand considering we are short on advertising receipts. Our collections last month were most satisfactory, especially so since of the total of \$731.72, \$600 was from dues and only \$20 from advertising; while the year before only \$241 was dues and \$201 was advertising. Such a statement is satisfactory to me because it shows a healthy growth and you must all realize that the ass'n is doing a constantly broadening work.

We shall have this year the best directory ever published by any state association, the most complete, concise and most reliable. In addition to the usual features we are giving an alphabetical listing of all members, both shippers and receivers instead of merely an alphabetical list of receivers. There has been a demand for this, and it is a valuable feature. The listing by stations on railroad lines will continue and every dealer can tell at a glance what district he belongs in, as the number of the district is printed with the name of the station. This should facilitate our work greatly.

The effort of years to get a conference with railroad presidents culminates to our intense satisfaction in such a meeting this afternoon. I hope that this session will be fruitful of much benefit to our membership. I have asked that not only the executive com'te representing the ass'n as its conference com'te, but also all officers and directors may attend this session.

Mr. Wayne called attention to a resolution introduced before the annual convention of the National Ass'n of Railroad Commissioners by Commissioner Frank H. Funk, of the State Public Utilities Commission. (For copy of resolution see Grain Dealers Journal, Nov. 25, p. 873.)

Mr. Schultz: I make a motion that we are in favor of the resolution and ask other state ass'ns to co-operate. Carried.

Mr. Schultz spoke strongly in favor of a member of the grain trade being a member of the Illinois State Utilities Commission.

Present at the board meeting were President Victor Dewein, Warrensburg; Vice President U. J. Sinclair, Ashland; Sec'y E. B. Hitchcock, Decatur; Attorney Wm. R. Bach, Bloomington; Special Attorney Robert P. Vail; Directors B. P. Hill, Freeport; E. M. Wayne, Delavan; E. E. Schultz, Beardstown; Wm. Wheeler, Melvin; C. R. Mitchell, Ashmore.

Following the conference the directors and officers had luncheon together at the German Room of the La Salle Hotel.

N. C. Webster addressed the conference in opposition to the concerted action taken by the railroad companies to evade the payment of claims based on weights obtained on scales that railroads desire to term "inadequate weighing facilities."

A resolution was adopted pledging the

Illinois Ass'n to aid the scale manufacturers in fighting this unjust discrimination against scales which hitherto have been recognized as reliable.

The following firms were formally accepted into membership: John F. Nord-sick, Concord, Ill.; Inland Grain Co., Galesburg, Ill.; C. E. Fletcher, Royal, Ill.; and E. J. Rose, representing Bridge & Leonard at Champaign, Ill.

The following list of members who had been accepted by mail vote since the last directors' meeting, in May, were confirmed formally: A. W. Wrede, Piper City; Winchester Farmers' Elevator Co., Winchester, Ill.; Reuel G. Crum, Little Indian, Ill.; F. G. Herron, Mgr. Bryce Farmers Elevtr. Co., Bryce, Ill.; Greenview Farmers' Elevator Co., Greenview, Ill.; Block Elevator, Indianola, Ill.; Dennis & Lowe, Ellsworth, Ill.; A. F. Leonhardt & Co., New Orleans, La.

The firms of Prunty & Fieber, Grayville, Ill., and Hoosier Grain Co., Indianapolis, Ind., and J. S. Cameron, Elliott, Ill., were formally reinstated in membership.

The next annual meeting it was decided would be held May 8 at Springfield, Ill.

A conference between the Executive Com'te of the ass'n and a com'te of the Ass'n of Railroad Presidents of Illinois, was held in the Transportation Building, at 2:30 p. m. This conference resulted in a plan for a joint arbitration com'te, to be composed equally of railroad and grain men for the settlement of several matters of difference and controversy now existing. The railroad conference com'te consisted of F. B. Bowes of the Illinois Central, C. G. Burnham of the Burlington, and J. E. Gorman of the Rock Island, with George Hannauer of the General Managers Ass'n. The ass'n com'te consisted of the following: E. M. Wayne, Delavan, Chairman; E. E. Schultz, Beardstown, B. P. Hill, Freeport, and President Victor Dewein and Vice President U. J. Sinclair, with Secretary E. B. Hitchcock.

SENATOR GRONNA of N. D. has introduced a bill for the free importation of grain, seed and flaxseed to be used for seed.—P.

I SUBSCRIBE to the Grain Dealers Journal, as I want to keep in touch with the grain trade.—Joe Williams, mgr. Thomas Bros., Felt, Ida.

WE CONSIDER the Grain Dealers Journal necessary equipment for any up-to-date grain office.—P. F. Brown, of P. F. Brown Co., Lewistown, Mont.

Stole a Car of Wheat.

Maurice H. Michaels, a freight clerk in the employ of the Chicago, Terre Haute & Southeastern at Seymour, Ind., was arrested Dec. 5 charged with having rebilled a car in transit to make his own name appear as that of the shipper.

He routed the wheat to Louisville, Ky., and attempted to collect from a firm there to whom he had consigned the shipment. When he demanded payment he was told the grain had not yet been weighed, and left, failing to come next day, when the firm intended to pay him, not suspecting fraud.

The Blish Milling Co., which had loaded the car at its elevator at Alert, Ind., sent a tracer which showed the location of the car. Michaels has been released under \$1,000 bonds.

The Car Shortage.

"WE HAVE NOT had a grain car in 14 days" said Wm. DeLong, grain dealer of Sadorus, Ill.

AN EMBARGO on all grain into Minneapolis is proposed to relieve the congestion at that city.

A CAR LOADED with automobiles stood in the freight yards at Denver, Colo., 89 days without being unloaded.

THE NEW HAVEN RAILROAD will unload and place in storage all goods which are not unloaded by the consignee in 10 days.

NEW JERSEY railroad agents have notified shippers that freight not unloaded in 10 days will be summarily removed from cars and stored at shipper's or consignee's risk.

A GREAT EXCESS OF BOX CARS is reported by the conference committee on car efficiency, in the northeastern part of the United States. It is years since New England became known as the "graveyard of box cars."

TRAFFIC MANAGERS of Chicago grain shipping firms state that on account of the numerous embargoes it is now practically impossible to find an outlet from the city for a single car of grain.

THIRTY CARS loaded with grain stood on track at Conrad, Mont., for 30 days without being moved, says Wiley Scott, mgr. of the Co-operative Elevator Co., at Benchland, Mont. At his own station 15 loaded cars stood three weeks without being moved.

THE CAR SITUATION is getting serious. Everybody seems to be calling for cars.—C. C. Schulte, Leland, Ia., agt. Bowles, Billings, Kessler Grain Co.

SHIPPERS HAVE BEEN GETTING AROUND the New York Central embargo of Nov. 23 by billing to junction points west of Buffalo and then re-billing to New York. To best these shippers the New York Central is refusing now to accept shipments originating on other lines and billed to these junction points.

LEYNOLD & WICKSTRUM, shippers of grain and hay at Hershey, Neb., have formally petitioned the Nebraska Railroad Commission to order the Union Pacific Railroad Co. to furnish sufficient cars for grain and 20 cars per day for hay to Wyoming.

AN OPEN CAR carried 76,200 lbs. of wheat in sacks all the way from the state of Washington to the Ballard & Ballard Co., Louisville, Ky., without damage. The grain was covered with a tarpaulin, and the bill included \$40 for the covering. The shipment was made from Waterville Oct. 14 at a rate of 57.4c per 100 lbs.

UNITED STATES railroads need a little German efficiency if they are to combat the car shortage. Comparatively few new cars have been ordered built in the United States during the past year; but in Germany, hampered as it is by war, the Prussian railroad authorities for the year 1916 ordered 1,600 locomotives and 38,000 freight cars. Every locomotive firm and car building works was given an order about up to its capacity.

AN EXAMPLE of slow movement of freight is exposed by A. R. Kinney, pres. of the Ravenna Mills, Ravenna, Neb. A car loaded with flour by the Ravenna Mills, Nov. 7, for shipment to the Farmers Grain Co., at Benedict, Neb., arrived at Benedict, Nov. 29, twenty-two days in transit, a distance of 81 miles, an average of four miles per day. This car should have been delivered in Benedict

the second day and should have been able to make a round trip every five days at the longest. In other words, it was working at less than one-fourth capacity.

THE INTERSTATE COMMERCE COMMISSION has made up its mind that the car situation must be cleared up. If the carriers are not able, or if they are not willing, to have a fair distribution of cars, something must be done to bring about that result, even to the extent of taking the distribution of such cars out of the hands of the carriers. I do not mean to say that the commission will do that, but there is a power that can bring about that result. If this situation is not altered I want to emphasize the fact that when we adjourn to Washington the commission will, and very speedily, with the assistance and help that we expect from the special committee of the American Railways Ass'n, clear up this situation and do something constructive that will prevent this situation from occurring again.—Commissioner C. C. McChord.

INFORMATION FROM GRAIN SHIPPERS exposing the slow service given by the railroads is requested by Chas. Rippin, traffic manager of the St. Louis Merchants Exchange, on the following: Difference between the time consumed in moving certain traffic between specific points under normal conditions as compared with present conditions; instances of excessive delay in switching movements; delay in handling loaded cars prior to receipt by consignee or after forwarding by consignor, with causes for same; delay in handling empty equipment after being released by the receiver or shipper; equipment detained on account of being held loaded with company material; data respecting bad order equipment of the carriers; method of distributing empty equipment; shortage of motive power and condition of same; irregularities in service.

THE JOINT COMMITTEE of the Interstate Commerce Commission and American Ry. Ass'n at Washington recently issued an order that the following roads having on their tracks an excess of cars owned by other companies shall make percentage returns in excess of the number received: New England roads, 30 per cent; Baltimore & Ohio, Pennsylvania, Lackawanna, Erie, Lehigh Valley, Ann Arbor, Michigan Central and others in the same territorial group, 20 per cent; Central and Southern roads, including the Central of Georgia and Louisville & Nashville, 10 per cent; Northwestern roads, including

the Chicago & Northwestern, Chicago, Burlington & Quincy, St. Paul, Rock Island and Northern Pacific, 20 per cent; Union Pacific and others in the same group, 15 per cent; Frisco, Cotton Belt, Kansas City Southern, and Missouri, Kansas & Texas, 10 per cent.

Unconsign Grain on Track Deliverable on Warehouse Contracts at Chicago.

In line with its policy of best serving the interests of the country shipper the Chicago Board of Trade by an amendment to its rules, adopted by vote Nov. 29, extended the privilege of delivering track grain on contracts the last three days of the month, to include grain on track not consigned to any elevator.

Jan. 1, 1915, a rule went into effect permitting the delivery of grain on track during the last three days of the month when billed to an elevator the receipts of which were regular. The present amendment saves the shipper the burden of providing billing to a regular elevator when regular storage space is unobtainable, the new clause reading:

"Provided, that in the event of all regular storage in the City of Chicago being filled, or for any reason unobtainable, and sellers being unable to procure railroad receipts covering consignments of cars to regular elevators, delivery of original bills of lading or railroad receipts issued therefor, the same not showing consignment to any elevator, shall be deemed a valid tender on contract."

Just as in the original rule, this covers grain within the Chicago switching district or which has arrived in the railroad yards where samples are taken by the grain inspection department. This concession will be appreciated by shippers in times like the present when car shortage, congestion of traffic and embargoes may prevent consignment to a regular elevator.

A Modern Grain Office.

The growing tendency among elevator men to provide comfortable offices is emphasized by the fireproof grain office just completed by Dan Greuter near his elevator at Roanoke, Ill.

The brick office is 30x30' with a concrete basement, and is heated with a hot water furnace. The scale installed is a Fairbanks, with an extra deep pit and so arranged that it can be gotten under from the basement. The office is well lighted and equipped with typewriter, adding machine and modern conveniences and labor saving devices.



New Brick Office of Dan Greuter at Roanoke, Ill.

Seeds

SPRINGFIELD, KY.—Lake Bros. have succeeded D. B. Lake & Co., seed dealers.

STOCKTON, CAL.—A clover huller has been installed by the Aurora Seed Mill.

E. G. LEWIS, Medina, Ill., has equipped a 2-story building for the storage of 3,000 bus. of seed corn.

GRADES EXCLUSIVELY for seed purposes have recently been created by the Government of Canada.

AN ELEVATOR to handle alfalfa seed exclusively is being erected at Garden City, Kan., by the Garden City Grain & Produce Co.

THE PRICE of seed bags at Toledo beginning Nov. 27 has been 29c to 25c according to quality the value of damaged bags to be fixed by the inspector.

SEED WHEAT from Canada free of the 10 cents per bushel duty is being urged by wheat growers of the Northwest in an organized campaign in Congress.

EATON RAPIDS, MICH.—W. B. Abrams, Jr., of the Abrams Seed Co., Tekonsha, Mich., recently established an office here for the purchase of clover seed principally.

PEORIA, ILL.—The clover acreage is good, but the frost killed the 1915-16 crop. The timothy crop was good. Small lots of clover in this vicinity have been bought up but there are some farmers holding their clover for higher prices. Unless the frost kills the clover, there will be a larger acreage this season than 1916.—Stoecker Seed Co.

ESTIMATES of appropriations submitted to Congress include the following for the Department of Agriculture: Testing of commercial seeds, \$34,700; corn improvement studies, \$40,000; investigation of diseases of wheat, oats and barley, \$20,000; foreign seed and plant introduction, \$93,040; Congressional free seed distribution, \$243,720; purchase and test of new and rare seeds, \$139,180; grain investigations, \$106,590; enforcement of the grain standards act, \$519,140; to enforce the warehouse act, \$59,620.—P.

IN WESTERN KANSAS, Oklahoma, and the Panhandle of Texas, corn is being displaced to a considerable extent by the grain sorghums because they more regularly produce profitable crops. About four million acres now are devoted to these crops. One of these sorghums has been changed by breeding into a standard variety which produces a much larger yield of grain. Dwarf milo, a recent result of systematic breeding for low stature, has a higher grain yielding power under adverse conditions than the tall variety. During the past four years it has become the leading variety known in Oklahoma, Texas and New Mexico. As the sorghum grains in large measure serve the same purposes as corn, the economic soundness to the nation of their

enlarged production is apparent.—Sec'y of Agriculture Houston.—P.

MILWAUKEE, WIS.—We have just closed a deal by which we secure a centrally located piece of property 183x140, facing Hanover and Oregon streets, on which we will in the near future build a modern elevator, seed cleaning department and storage house. When completed it will be without doubt one of the most up-to-date seed cleaning establishments in this country. The property has two private side tracks. This change has been contemplated for some time, owing to the rapidly increasing business which has outgrown our present large quarters.—L. Teweles Seed Co.

FOREIGN CONDITIONS in clover seed are entirely different from a year ago. Some seaboard importers have been talking imports. They admit they will be small but hope for some later. One of the best posted firms on foreign seed trade thinks the talk is misleading. They were among the early and large importers from Italy and France last year. They are now selling some for export. Both Italy and Great Britain are bidding against each other for what seed there is available in France, and their market is materially above ours. The last quotation for F. A. Q. French seed for shipment January, if room procurable that we have received is \$17.00, prior to that \$17.85, but \$17.00 is at least, for the quality mentioned, 2 cents per pound too high.—C. A. King & Co.

THE CLOVER SEED market is not likely to show much change until after the new year. Many close their business year last of this month and will start the new year with a clean slate. Up to date the guessing has been on the amount of seed raised in this country and how short is the European crop. Former factor is now known. Crop was an average one with good quality. We know too that Canada's crop met with no accidents, and they probably raised enough for home consumption. At that they always buy more or less from this side. This year will be no exception. Think some has already been worked to be shipped in January and February. Europe furnished the bulls with their trump card, and was the means of holding prices around the eleven dollar mark. Large exports soon would prove European crop a failure. If they materialize prices likely will seek a higher level. However, don't lose track of the domestic crop. The higher prices go the more tempting to sell. Eleven dollar seed brought out enough to cause some bulls to hesitate. Over 40,000 bags now in Toledo makes a nice background to our market. Stocks will likely increase during the winter. Latter will be a factor in making prices. Much can happen. Europe may fall down and not take as much as expected. May be difficult to get it there. Even if wanted the activity of the German Subs would be a factor.—J. F. Zahm & Co.

Clover Seed Movement in November.

Receipts and shipments of clover seed at the various markets during November, 1916, compared with November, 1915, were, in bushels, as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Chicago, lbs.	995,000	1,953,000	1,021,000	1,506,000
Toledo, bags	13,016	7,310	3,546	3,309
Cincinnati, bags	2,042	1,605	973	454
*New York, bags	1,879	.....	300	1,986

*Includes timothy and alfalfa seed.

From the Seed Trade.

EVANSVILLE, IND.—There is every indication of an increased acreage in timothy, clover and alsike in this section. The clover and alsike crops were practically a failure this season, but there was quite a crop of timothy harvested. No alfalfa seed in Southern Indiana is saved for seed, but large quantities are sown for hay. With the exception of timothy, there was rather a shortage in all seed crops in this vicinity. So far, trade with us has been quite satisfying.—W. H. Small & Co.

MINNEAPOLIS, MINN.—The crop of red clover seed in the large producing areas has been very disappointing, but other sections that have not produced very much seed in the past few years have given us a satisfactory yield. As a whole, the crop is good and quality very satisfactory. The yield of alsike clover has been very disappointing, as has been the quality. The supply of seed is very scarce in all markets. A large crop of timothy seed has been harvested, of very satisfactory quality. Prices are moderate and undoubtedly there will be a very large acreage seeded to grass the coming season, owing to the low prices prevailing. A moderate crop of alfalfa has been harvested in the large producing areas. Prices are reasonable and quality first-class.—Northrup, King & Co.

TOLEDO, O.—Clover is in the waiting period. December fluctuations usually moderate. High last year was \$12.52, low \$11.85. In 1914, high was \$9.80, low \$9.30. In 1913, \$9.77 and \$8.77. Trade usually rather light. Price decision comes in the spring with the big demand. Prices show a fondness for current levels—around \$11. Bulges do not hold in face of accumulating stocks. The November movement was largest in years. Stocks increasing rapidly. December movement thus far is at fairly liberal rate. Looks like enough seed in this territory to supply any normal demand. Western seed is conspicuous by its absence. The high-price bait of last year is missing. European seed continues to reach New York. The quantity is not large, but the imports do not bear out the idea of exhausted supplies in Europe, as earlier predicted as a result of their crop shortage.—Southworth & Co.

CAMDEN, O.—We are seemingly due for a slight increase in the acreage of clover to be sown spring 1917. With a favorable fall and high price inducements our farmers planted a full acreage of wheat and this will lead to a liberal seeding of clover. Probably a normal acreage of clover seed was cut and threshed this season but yields were considerably below normal. Would estimate that we have 50% of a crop of fair to good quality. The demand in the spring will not be so insistent, as many farmers have their own seed and there is much exchanging seed among farmers in this territory. The production of alsike in this territory is on the decline. There are few small lots threshed and these of only

Flaxseed Movement in November.

Receipts and shipments of flaxseed at the various markets during November, 1916, compared with November, 1915, were, in bushels, as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Duluth	3,647,768	2,768,734	2,633,258	2,118,480
Minneapolis	1,693,890	1,505,640	467,970	312,720
Winnipeg	1,191,300	691,125	.....	.....
New York	247,500	1,247,000	.....	.....
Chicago	176,000	128,000	1,000	1,000

Timothy Seed Movement in November.

Receipts and shipments of timothy seed at the various markets during November, 1916, compared with November, 1915, were as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Chicago, lb.	3,980,000	4,039,000	4,071,000	3,796,000
Cincinnati, bags	8,088	4,526	1,059	2,568
Toledo, bags	3,720	4,107	1,068	532

fair quality. Considerable timothy produced; much more than in ordinary years, but the liberal sowings this fall restored all the surplus that resulted from the increased production so that the situation here on timothy is about normal. We anticipate heavy demands for all lines of grass seed during the coming season, and we especially anticipate a strong demand for alfalfa to replace meadows lost during the winter of 1915-16. The demand for alfalfa will be enhanced too on account of the reasonable price at which good seed of proper origin can be obtained.—The Eikenberry Bros. Co.

Convicted of Free Seed Fraud.

Advertising the distribution of free seed and later making it appear that the transaction involved a subscription to the Up-to-Date Farming Journal, has been considered by the federal grand jury at Indianapolis, Ind., as a fraudulent use of the mails.

J. A. Everitt and his son Sibley F. Everitt, proprietors of the O. K. Seed Store, it is alleged in the indictment, made it appear in advertisements that in order to obtain 22 varieties of seed, all that was necessary was the mailing of a coupon without imposing any agreement on the part of the applicant. But it is alleged a letter followed receipt of the coupon in which mention was made of a subscription to the journal at 50c per year. Should the recipient of the seeds fail to subscribe the indictment charges a notice was sent which gave the impression that the affairs of the Equity Publishing Co., had been turned over to an adjustment company, to which subscription payments should be made. The government alleges that over 10,000 subscriptions were obtained in this manner.

James and Sibley both were found guilty Dec. 4 and sentenced to serve 18 months in the federal prison at Atlanta, Ga. J. A. Everitt is widely known among farmers of the United States as the former president of farmers' organization known as the Farmers Society of Equity and the American Society of Equity. He seems to have a weakness for working the farmers.

THE RAILROADS PROPOSE a charge of \$2 and \$5 for the reconignment of coal before and after reaching destination, and a hearing will be held at Chicago on this restriction of the privilege, before the Illinois Public Utilities Commission, Dec. 13.

THERE ARE 400 active members of the Buenos Aires exchange and seats there are selling at \$3,000. In Rosario they are \$7,000. In Buenos Aires the grain market is practically controlled by the four big export houses. Market quotations are made up largely from bids and offers, an average being taken when there are no trades. In Buenos Aires 10 per cent of the trading is on the exchange and 90 per cent on the outside. Exchange hours are from 11 a. m. to 4:30 p. m. Business in Rosario of a speculative character is larger than in Buenos Aires, and the methods more modern, the bulk of the business being on the exchange. There is 44 minutes difference in time between Buenos Aires and New York. It takes twenty-two days to make the trip by fast steamers said E. Gigg O'Farrell, a director of the Buenos Aires Exchange, on his recent visit to the United States to study United States grain exchange methods.

Cost of Not Knowing How.

By FRANK FARRINGTON.

The cost of not knowing how to run your business is failure sooner or later. The length of time you can operate a business and avoid outright failure, without knowing how to operate it, is dependent on the amount of your capital. The result is bound to be the same in the end; the man who does not know how will come to financial grief.

Every little bit of added information postpones the time of failure and when this accumulated business information amounts to a considerable knowledge, it will produce success instead of failure.

The credit manager of a large Chicago wholesale house attributes 24 per cent of failures to incompetence. He might as well have said ignorance. To unwise credits, excessive expenses, poor location and too rapid expansion he attributes 11.6 per cent more. 35.6 per cent of failures then are caused by not knowing how, by starting in to practice a profession before learning the principles of the work.

Most inexperienced young men think that the managing end of a business is easy enough for a man who has plenty of capital. It looks like a simple thing to take so many bushels of grain and sell it for so many dollars more than its original cost and put the difference in the bank as profit. But there's many a slip between the buying and the depositing of net profit in the bank.

A MAN SHOULD KNOW something about the business he intends to engage in before going in. You can begin at the bottom in working for somebody else but when you go into business for yourself you are at the top, in a way, and unless you have learned the business under someone else, you will probably end by being one of that 35.6 per cent. About the only business where a man accomplishes what he set out to accomplish by beginning at the top is grave-digging, and beginning at the top in almost any business without experience, is one form of grave-digging.

There is no excuse for errand boy, office boy or best salesman remaining ignorant on any point connected with his work. When a man does not learn something every day about doing business better, about developing greater efficiency, it is because he will not rather than because he cannot.

The man who does not constantly learn something to increase his capacity is not going ahead, and of course the man who does not go ahead must go back, in effect at least, since to stand still with others moving on is the same as going back.

The way to overcome ignorance is simple enough. It is merely to learn every day from that day's experiences, reading of the experiences of others and to think over what you have learned, so that it will stay in your mind.

WHAT YOU DO NOT learn through experience, and after all experience is a very slow teacher, you can and must learn through business literature. In every profession men have to study text books and journals to learn how to do their work properly. In the grain business we are inclined to think it can all be picked up as we go along, that it is so easy we do not need to make any study of it. If the figures usually given by the commercial agencies are correct, it is not so easy to learn a business and there is some reason for failure.

SOME OF THE FINEST men I have ever

known have been utter failures in business because of utter business ignorance, educated though they were in other directions. In a sense, this business ignorance is only comparative and we all possess some of it. The wisest of us does not know it all and must to the end be ignorant still of much that would profit him. As a rule it is the man, who has learned the most, who realizes just how ignorant he is.

In my estimation there is no better way for the man or the boy who is beginning in business or who is already a success, to grow mentally, to decrease his percentage of ignorance, to increase his ability, than by reading and studying the literature of his business.

I have talked with scores of merchants and I have received letters from other sources from many who admit that much of their success has been due to a careful study of the trade papers, both the advertising and the reading pages. I have had letters from business men who have claimed that some one good idea in a single number of a business journal has brought them back from the verge of failure, turning the tide of their business.

When I have felt the need of improving the facilities in my own business, the trade papers have always enabled me to get what I wanted. When a competitor has crowded me too close for comfort I have always been able to find something in a trade paper that would enable me to forge ahead. When I have found my expenses running too high, or when I have wanted to know whether my advertising was of the right kind, I could always go to the trade paper with a letter and find out what to do. I don't want any better silent partner than a good trade paper.

If the business men of this country would start right in now and subscribe for trade papers and trade literature, in five years that 35.6 per cent due to incompetence or ignorance would drop to—well, it would become a negligible factor. This is considering that the business literature be read and studied, not merely allowed to lie on the desk with the expectation that information could be absorbed from it by tilting back in a chair and looking at the covers through a haze of tobacco smoke.

Ignorance of the law excuses no man and ignorance of business principles and methods ought to excuse no man for failure. In other words there is no excuse for ignorance. You and I have every opportunity to learn. If we learn, we increase our likelihood of succeeding by 35.6 per cent. We eliminate a third of the chances of failure.

It may seem that I place too much reliance on the ability and power of the trade press. If such seems to be the case it is because you have not had my opportunities for seeing what trade papers will do for a business man. The limit to their possibilities is only the limit of the man's willingness to be helped. It is the reader and not the paper that sets the limit.

Don't take my word for the value of the trade paper. Go out and talk to any really successful business man in your town about it. Find out how he regards it as a help. Then come back and get the copies you have on hand and take them home and read them and think about what you are reading. You will in a few hours get a new light on your business.

War Affecting the Grain Trade.

ROUMANIAN GRAIN is sufficient to sustain Germany for several months.

MAXIMUM PRICES for hay and straw were announced Nov. 5 by the British army council.

GENERAL GROENER has been appointed by the German government to control the distribution of food.

THE ALLIED WHEAT captured by the Germans in Roumania is said to have been valued at \$50,000,000.

WAR RISK INSURANCE was increased Dec. 6 to 5% from the Atlantic seaboard to all United Kingdom ports.

THE TOTAL LOSS of wheat during the present calendar year from the sinking of vessels is estimated at 4,500,000 bushels.

ACCORDING to a Vienna telegram, Baron von Koerber, the New Premier, has appointed Baron von Beck as Austrian Food Dictator.

THE BLOCKADE of Greece is expected to interfere with the moving out from Atlantic seaboard points of grain recently purchased for that country.

MILLERS in England on the basis of government supplied wheat, and all wheat is now supplied by the government, can undersell importers of flour.

WAR RISK insurance to the Mediterranean has been raised to 7½ and 10 per cent, and some houses are retiring from the insurance business.

THE SALE OF SPOT WHEAT under \$1.38½ and of corn under 86½c per bushel was prohibited Dec. 5 at a special meeting of the grain exchange of Rosario, Argentina.

THE ROYAL COMMISSION on Wheat Supplies has obtained the sanction of the Government of India for the exportation during November, December and January of 400,000 tons of wheat.

ON THE RAILROAD northwest of Bucharest considerable stores of wheat bot by the British government and labeled as such by signs fell into our hands.—German official war bulletin of Dec. 6.

IT IS OFFICIALLY reported that the government of Russia has decided to requisition all grains and fix prices accordingly. Native consumption is heavy, owing to the scarcity of other foods.

THE NATIONAL MILLERS ASS'n of France announced Dec. 7 that the total available supply of wheat is 6,400,000 tons, and that nearly 3,000,000 tons must be imported to make up the deficiency.

THE BRITISH BOARD OF TRADE has issued an order that after Dec. 18 no meal exceeding three courses between 6 p. m. and 9:30 p. m. shall be served at any hotel or restaurant. At other times the limit will be 2 courses.

POTATOES are not to be used in bread after Jan. 1 in Germany. The government has announced that available food supplies will be sufficient and that the percentage of grain should be raised from 81 to 93 by more thoro grinding.

MANY PERSONS having attempted to buy up several months' supply of high grade white flour for private consumption, the British Board of Trade served notice upon them that after Jan. 1 it will be illegal to use such flour without special permission from the Board of Trade, which permission will be given only in exceptional circumstances. The new war flour is quoted at 5 per cent less in price than the best English makes.

A MEETING of the Liverpool Corn Trade Ass'n has been called to consider a recommendation that all brokers parcels contracts on C. F. and I., shipment and delivery, or spot terms, bear stamps at the rate of 1/- per 250 tons or 1,000 quarters.

THE BRITISH SHIPPING authorities have made a fixed rate of 40c bu. for wheat space from this side to leading grain ports in the United Kingdom. No rate for flour has been named, but the prevailing 50c rate is probably not out of the way in comparison with wheat.

SEABOARD UNDERWRITERS have raised their rates from ¾ to 1½ per cent on shipments for South Atlantic ports, on the expectation that submarine boats were crossing the Atlantic to sink belligerent merchantmen. To the Mediterranean the rate of insurance is 6 per cent.

MR. RUNCIMAN, in a written answer to a question by Mr. Fell, gives the price of 4 lbs. of household bread as 10d and 10½d in London, 7d in Paris, and ¼ in New York. This means that the price of a pound of bread in the United States is about three cents more than it is in England.

A SYNDICATE of Canadian banks has arranged to extend a credit of \$20,000,000 for six months to the Wheat Export Co., which already had been granted a loan of \$25,000,000 by the Corn Exchange Bank of New York. The transaction is a legitimate commercial credit; but has the backing of the British government. The purchases will not be limited to \$45,000,000 in value.

THE WHEAT EXPORT CO. has been organized at New York City to buy wheat for the British government only. The nominal capital stock is \$500 and the incorporators are: Pres. G. F. Earle, manager of Sanday & Co., New York; vice-pres., Robert S. Harker, Edward Paul and H. T. Robson of Ross T. Smythe & Co.; treas. Roger Roughton, of Sanday & Co.; sec'y, Geo. R. Callender of Sanday & Co.

THE ROYAL COMMISSION ON WHEAT SUPPLIES has appointed the following agents for the sale of wheat imported or to arrive: North American Trade—Dewar & Webb, Louis Dreyfus & Co., Herdman & McDougall, Procter, Garratt, Marston, Ltd., Payne & Routh, H. B. Rudolph, Samuel Sanday & Co., Ship-ton, Anderson & Co., Webb & Kenward and J. Wiles & Son. North Pacific Trade—Dewar & Webb, Heatley & Co., Payne & Routh and Strauss & Co.

REGULATIONS by the Royal Commission on Wheat Supplies for the issuing to distributing merchants of licenses to hold stocks provide as follows: (1) Any distributing merchant may be licensed to hold not more than 5,000 quarters of wheat unsold, for his own account, on condition that such wheat shall be sold at the c. i. f. price that may be fixed by the Commission from time to time or the equivalent on delivered terms. Every firm so licensed shall return to the Commission every Saturday a statement showing the amount held at the close of business on each day of that week. (2) Licenses issued to remain in force only until terminated by the Commission. (3) The Commission's selling agents will be instructed to sell as before to millers, direct or thru distributing merchants or brokers, or to licensed distributing merchants. (4) Licensed distributing merchants are to sell to millers or to dealers buying for account of millers.

TO INTERPRET MILITARY VICTORIES or reverses as a price influence it is fundamental that a battle won by the under dog means a longer war and higher prices. Vice versa, a battle won by the stronger side means an earlier end to the war and lower prices. Thus, after Roumania declared war von Mackensen's successful October drive northward in the Dobruja meant higher prices on account of a postponement of the prospective English victorious end of the war. Von Falkenhayn's successful November drive southward toward Bucharest indicates an earlier end of the war by German success. While Germany was the under dog its victories meant higher prices. Now that it is on top its victories mean lower prices.

THE BRITISH GOVERNMENT has purchased 500,000 tons of wheat from Australia. Up to Oct. 16 the number of bags of wheat received on account of the Australian wheat "pool" was 53,913,000, averaging three bu. each. The stocks held by shipping agents on that date amounted to 28,406,000 bags, and the stocks held by millers—on storage to 3,713,000. The quantity of wheat shipped, exclusive of the wheat equivalent of the flour exported by the Australian Wheat Board, had been—New South Wales, 4,580,000 bags; Victoria, 4,309,000; South Australia, 2,165,000; Western Australia, 1,459,000. The net indebtedness of the local and eastern trade at 4s 9d per bu. and for South Africa at 5s 1½d per bu. for the "pool" to the imperial government and the Australian banks on Oct. 16 totaled £9,532,000.

WHEN the foreign holder and grower, especially those in the States and Argentina, realize that Great Britain is practically independent for the remainder of the season—because, surely, there will be no difficulty in our procuring the predicated 300,000 quarters, and sufficient for our Allies from Canada, Australia, and India, without troubling the States and Argentina any more—when they realize this they will quickly become more reasonable as regards the considerable balance of their exportable surplus. We should like to see what the effect would be in Chicago and Buenos Aires of the hanging out of a notice by the British Wheat Commission to the effect that no more wheat will be wanted until, say, the middle of February, and that on that date sellers may submit their offers for consideration, in the meantime the Commission is otherwise engaged.—*Corn Trade News*, Liverpool.

A UNIFORM INCREASE in commission charges will be recommended to the Grain Dealers National Ass'n by a com'te of the Cincinnati Grain & Hay Exchange consisting of F. F. Collins, W. G. Steuve, C. S. Custer and E. A. Fitzgerald, recently appointed.

BEFORE THE FOREIGN GOVERNMENTS took over the grain business each lot of cash grain in transit from the farm to the ultimate consumer in Europe called for several transactions in future delivery as a hedge by each one of the several successive owners of the grain to protect themselves against loss. The government buyers are under no necessity of protecting the government against loss and do not hedge. This is depriving the future delivery Boards of Trade of a considerable volume of business. The markets lose the sustaining effect of the taking off of hedges when grain moves out.

Primitive Methods of Handling Argentina's Grain.

The importance of Argentina in the world's international corn trade is graphically illustrated by a comparison with the United States production and exports of that grain. Argentina occupies first place among the corn exporting countries, supplying nearly 55% of the total world's exports. Its nearest rival is Roumania with only 15%. The United States, with an annual corn crop averaging 2,850,000,000 bushels, exports only 1.7% of its production. Argentina, on the other hand, though producing only 246,250,000 bushels, has 77% of that amount available for export. Flaxseed, wheat and oats in Argentina are on the same basis, the greater part of each crop being sent to foreign countries. This is due largely to the fact that the mild seasons permit live stock to graze thruout the year, necessitating the feeding of very little grain for fattening purposes. The small population of the country is also a factor, comparatively little grain being needed for food purposes by 8,500,000 people.

Argentina occupies relatively the same geographical position south of the equator as the United States does in the north. Thus the seasons are naturally reversed, and the Argentine corn harvest is at its height in April and May, the United States' seeding time. When the corn is ready for shucking it is picked from the standing stalks and dropped into baskets which, as rapidly as filled, are emptied into sacks at convenient places in the field. Later the sacks are loaded upon a wagon and hauled to cylindrical cribs shown in the engraving constructed of cane stalks one end of which are forced into the ground. The poles, or crib walls, are held together with wire, and as the filling process continues the corn on the interior makes the whole very solid. As the pile inside grows higher the corn to be loaded is hoisted and dropped into the crib from above by means of a cable and derrick.

The completed crib sometimes is protected from the elements with a canvas or zinc sheeting roof, but ordinarily no protection other than corn stalks or husks is placed over the top layer of corn. This lack of proper covering causes much of the grain within the cribs to spoil during the wet season. After the 1914 harvest vast quantities of the corn became moldy, due to the warm climate and damp grain.

A better type of crib called "tinglado," shown in the engraving, is found in the northern part of the province of Buenos Aires, where many farmers own the land they cultivate. This is built in a rectangular form, the sides and ends being constructed of corn or cane stalks, but with a good roof of zinc sheeting.

The corn is shelled from the crib and bagged as soon after harvest as possible.

Flint corn is grown almost exclusively, altho several prominent farmers are growing some of the more important varieties of American dent corn, mostly for feeding purposes, with considerable success. The flint corn generally produced may be divided into two kinds, white and yellow. The white is the least grown, and only comparatively small quantities are found in commerce. Of the white corn the type known as "morochó" is mostly grown. The kernels are smooth, flinty, and considerably smaller than the kernels of the white dent corn of the United States. Another type of white

corn is known as "perla," the ears and kernels of which are only about half the size of the "morochó."

The yellow corn, of which there are several types, is by far the most important in the commerce of Argentina. The variety known as "maiz de harina" is a very starchy corn of a light-yellow color, or, as the name implies, corn for flour. The ears and kernels are larger than those of the true flint corns. This variety is grown only in small quantities in the extreme northern part of the grain belt, is used chiefly for making meal, and is consumed locally, little or none being found in commerce. The most common varieties of yellow corn are "Canario," "Hungaro," "Cuarenton," "Lombardo," and "Piamontes." These varieties constitute by far the greatest part of the corn exported. The "maiz polenta" is a Piedmontese variety and takes its name from polenta, a kind of mush or porridge which is eaten extensively by the Italians. After a few years this variety degenerates, losing its original red color and becomes nearly yellow. The "maiz cuarenton," the kernels

of which are very small and flat, presents a very fine appearance, especially when shelled, and frequently commands a premium over the ordinary yellow corn in some foreign markets in that the small kernels make it especially desirable for poultry and pigeon food.

Corn is sold on the basis of the terms sound, dry and clean, and in practice the following additional classifications are usually made:

(1) Sound, dry, and clean, according to season.

(2) "Fresco," i. e., damp maize, but cool. The usual discount is 7 cents per bushel.

(3) "Tale Quale" includes corn which may be very damp, but free of heat and badly mold-damaged grains. The usual discount is 10¼ cents per bushel.

A NEATLY printed letter head will command a respectful reply which a scratched postal would never earn.

THE STEAMER ENGINEER, with a cargo of burlap for New Orleans, is said to have been sunk by a submarine.



Corn Storage Called Tinglado, Province of Buenos Aires.



Filling the "Troje" (Crib).



Trojes Constructed of Corn Stalks. From Yearbook U. S. Dept. of Agriculture.

Grain Carriers

THE C. & N.-W. has ordered 40,000 tons of rails for 1918 delivery.

A PER DIEM INCREASE from 45 to 75 cents was voted Dec. 5 by the American Ry. Ass'n at New York.

THE STEAMER SANTIAGO with a part cargo of grain ran on the rocks off Key West, Fla., and filled with water.

CARGO INSURANCE on the Great Lakes will expire at midnight Dec. 12, practically ending navigation for this season from one lake to another.

THE COMMISSION has suspended increased rates on grain to Mississippi Valley Points to March 10 pending investigation of their reasonableness.—P.

THE LARGEST CARGO taken out of Milwaukee was 355,000 bus. oats shipped Dec. 5 from the St. Paul Elevator E by the Taylor-Bornique Co. on the steamer E. L. Booth.

IN ITS ANNUAL REPORT to Congress Dec. 7 the Interstate Commission recommends that it be empowered to co-operate with state railroad commissions in adjusting rate disputes.

THE PROGRESSIVE increase in demurrage proposed by the Toledo & Ohio Central Railroad Co. will be given a hearing Dec. 15 by the Ohio Utilities Commission, at Columbus, O.

A HEARING will be held Dec. 12 by the Wisconsin State Railroad Commission on the complaint by the Milwaukee Chamber of Commerce against the advanced demurrage rates.

THE PLAINFIELD GRAIN Co.'s complaint that the E., J. & E. R. R. was misrouting grain from Plainfield, Ill., to Chicago, has been dismissed by the Interstate Commerce Commission.

CANADIAN ROADS have requested the Dominion Transportation Commission to permit an increase in demurrage charges from \$1 to \$4 per day, and a hearing has been set for Dec. 11.

THE FARMERS ELEVATOR Co., of Lindsay, Neb., lost its suit against the C. & N.-W. Ry. Co. to recover \$160 damages for wheat and rye lost in transit on account of defective grain doors.

CAR ORDERS given recently include: Great Northern, 1,000 box cars; Erie, 2,000 box cars, and Nickle Plate, 500 box cars. Orders are soon to be placed by the Rock Island for 2,000 box cars; Northern Pacific, 1,000; M. & St. L., 1,000; and Denver & Rio Grande, 1,300.

THE COMMISSION has suspended from Nov. 29 to May 29 the Chicago & Alton Tariff for cancellation of joint rates applicable for transportation of grain from Argo, Ill., and other stations to eastern points via the Lehigh Valley Transportation Co. & Buffalo.—P.

FAILURE TO FURNISH CARS for coal shipments was the charge on which the Sonman Shaft Coal Co., of Cambria County, Pennsylvania, got judgment for \$145,830 against the Pennsylvania Railroad Co., which judgment was affirmed Dec. 4 by the United States Supreme Court. This decision of the Pennsylvania Court was published fully in the Grain Dealers Journal at the time, and appears on page 65 of the book "The Grain Shipper and the Law."

SIoux CITY'S COMPLAINT against corn rates from Great Northern points to Kansas, Missouri and Oklahoma were discriminatory in favor of Omaha and Kansas City has been dismissed by the Interstate Commerce Commission.

THE COMMISSION has suspended from Nov. 29 to May 29 the C. H. & D. Ry. tariff providing for the cancellation of the commodity rate of 6.3c per 100 lbs. on grain from Indianapolis to Lawrenceburg, Ind., and other destinations on traffic moving via Cincinnati.—P.

ALTHO INSURANCE EXPIRED at midnight Nov. 30 shippers next day were bidding 4¼c for shipment from Ft. William to Port Huron. Vesselmen have lost one or two end of the season trips by slow discharge of grain cargo at Buffalo. Some boats have been delayed 10 days.

EXAMINER WOODS of the Interstate Commission heard evidence at Cincinnati recently on the complaint by the Chamber of Commerce of alleged discrimination by the carriers in rates and routing on grain shipments from Indiana points to Cincinnati and North Vernon, Ind.

GOVERNMENT OWNERSHIP is inevitable asserted A. P. Thom, counsel for the American Railway Executives, before the Congressional investigating com'te at Washington, Nov. 28, unless Congress takes measures to relieve the railroads from dual regulation by both state and federal governments.

ST. MARY'S CANAL TRAFFIC for November showed a decrease of 45,000,000 bus. wheat and 5,000,000 bus. other grains compared with November, 1915. The total handled during the month was 9,108,431 tons of all kinds of freight, of the wheat shipments formed 28,520,000 bus., and other grain 15,240,000 bus.

HIGHER RATES TO INLAND CITIES than to coast cities are reasonable under the authority of the Interstate Commerce Commission is the decision Dec. 4 of the Supreme Court of the United States reversing an injunction against the enforcement of the Commission's order in the Pacific terminals case. This will permit a lower rate for a longer haul over the same road in the same direction.

TOWER CITY, N. D.—In the case of the Northern Pacific Railroad versus the Independent Grain Co., of this city, in which the railroad is seeking to recover the full amount from an undercharge quoted by the railroad agent on a grain shipment, Judge Charles F. Amidon took the case from the jury, both sides to the suit admitting the facts, and gave the railroad company judgment for \$228.

A POSTPONEMENT OF THE EFFECTIVE DATES of changes in rates from 30 days as at present, to 60 days after notice, is recommended by the Interstate Commerce Commission in its annual report, also advocating that carriers be required to show that the proposed changes are reasonable. At present the unreasonable rates go into effect and the burden falls upon the shipper later to file complaint and ask reparation.

BIRMINGHAM'S GRAIN RATE CASE will be given to the new Birmingham Traffic Bureau, which is to be in operation by Jan. 1, as the first work to be done. A flat rate of 10 cents per 100 lbs. on grain from Riverton and Sheffield to Birmingham is desired. B. H. Cooper, of the Alabama Public Service Commission, states that if the Bureau will take the fight before the Interstate Commerce Commission the state commission will co-operate with the Bureau.

DISCRIMINATION against Minneapolis in favor of Duluth, Milwaukee and Chicago was alleged by W. P. Trickett of the Minneapolis Traffic Ass'n at the hearing before Examiner Geo. Watkins of the Interstate Commerce Commission at Minneapolis recently. It is desired by the grain men that the C., M. & St. P. R. R. Co. extend the transit privilege to include grain not milled at Minneapolis.

ON REQUEST of the Leopold Todd Grain Co. the Iowa Railroad Commission recently ordered the Great Northern to transfer a car of grain at Sioux City, Ia., which had been loaded at Lester, Ia., for Council Bluffs, the law of Iowa providing that there need be no removal of the contents of a car when shipments are turned over from one road to another.

TRACKLAYING will be completed on the 425 miles of road connecting the Canadian Pacific with Hudson Bay at Port Nelson early in 1917, opening a short route from the wheatfields of Western Canada to Europe. The railroad will be open for traffic the year 'round; but navigation is closed the greater part of each year, so that all wheat arriving after the middle of October must be stored until the arrival of steamers in the middle of summer, and the proposition is one demanding the construction of grain storage elevators of immense capacity.

THE GRAIN CARRYING TRADE figured largely in the speeches at the national rivers and harbors Congress here Dec. 6-8. Rep. Mott of New York advocated an American canal via the Great Lakes to carry grain to New York and the seaboard instead of its shipment by the Welland canal to Montreal. He said that American ships on an American canal could carry grain at a saving of from three to six cents a bushel. He said that last year New York City received nearly 215 million bushels of wheat by rail and less than 11 million bushels by water while Montreal received 68 million bushels by canal.—P.

THE MODIFIED EMBARGOES discriminating in favor of exporters and against receivers and commission merchants handling export corn are vigorously attacked in the brief filed Nov. 29 by R. E. Lee Marshall, attorney for the Baltimore Chamber of Commerce, before the Interstate Commerce Commission, declaring that if embargoes must be imposed they should be flat, applying to all grain and to all shippers. The modified embargo may be in force for several weeks, during which time the exporters continuously move more grain into the market than they move out, with the result that at the end of the period the congestion is worse than before. In the meantime the commission merchants handling export grain have been deprived of the opportunity to do business.

THE CONCERTED ACTION of powerful bodies of men shall not be permitted to stop the industrial processes of the nation, at any rate before the nation shall have had an opportunity to acquaint itself with the merits of the case as between employe and employer, time to form its opinion upon an impartial statement of the merits and opportunity to reconsider all practicable means of conciliation or arbitration. I can see nothing in that proposition, but the justifiable safeguarding by society of the necessary pressure of its very life. There is nothing arbitrary or unjust in it unless it be arbitrarily and unjustly done. It can and should be done with a full and scrupulous re-

gard for the interests and liberties of all concerned as well as for the permanent interests of society itself.—Pres. Wilson, in his message.

ON NOV. 29 PROGRESSIVE DEMURRAGE rates were established by the Interstate Commerce Commission, to expire May 1, 1917, and some roads already have published tariffs announcing the increase. First two days free time, \$1 per car for the third day, \$2 per car for the fourth day, \$3 per car for the fifth day, \$5 per car for the sixth and each day thereafter. The principle of the average agreement rule is to remain unchanged; that is, 5 days' demurrage (\$16) on any one car may be cancelled by the application of credits of \$1 each on 16 cars released within the first 24 hours of free time. Also, no change is to be made in the weather interference rule. Track storage charges will remain in effect as at present, except where the demurrage charge is \$3 per day or more; that is, where the demurrage charge is \$3 per day or more no track storage charge will be added. The carriers have been granted permission to establish this increase on 3 days' notice, and it will become effective on or about Dec. 11, 1916. It is understood that the increased demurrage charges will not apply to cars placed on inspection track or for unloading prior to the effective date of the new tariff.

REFUNDS for overcharges on grain shipments have been ordered by the Interstate Commerce Commission from the Missouri Pacific to Pierson Lathrop Grain Co., \$10.35, wheat from Adams, Mo., to Leavenworth, Kan., July, 1914. N. C. & St. L. to Middle Tennessee Milling Co., \$446.96 wheat from St. Louis and East St. Louis to Tullahoma, Tenn., Jan. 3 to March 4, 1916. N. & W. Rd., to Raymond P. Lipe Co., Toledo, O., \$279.31, oats from Chicago to Johnson City, Tenn., Dec. 19, 1913 to Jan. 23, 1914. C. M. & St. P. Rd., to Quinn Shepherdson Co., \$3, corn from Gayville, S. D., to St. Paul, June 1, 1916. Erie, to C. T. Hamilton, \$24, wheat from Cambridge Springs, Pa., to Lynchburg, Va., Nov. 16, 1915. St. L. S. W. to M. L. Williford, \$14.51, oats from Marmaduke, Ark., to Memphis, Tenn., Feb. 5, 1916. New York, C. & St. L., to Bartlett Frazier Co., \$9, wheat from Chicago to West Barrington, R. I., milled in transit at Fox Point, Dec. 2, 1912. N. C. & St. L., to G. C. King, \$22.50, oats from Morrison, Tenn., to Atlanta, Ga., Feb. 1, 1916. Cin. Nor. Rd., to Pierce Grain Co., \$18.34, corn from Scott, Ohio, to Jackson, Mich., Dec. 1, 1915. Vicks, Shreveport & Pac. Ry., to P. P. Williams & Co., \$2.52, wheat from Vicksburg, Miss., to Tendal, La., Oct. 27, 1915. C. & N. W., to Quaker Oats Co., \$5.71 and waive collection of undercharge of \$67.75, grain screenings from Superior, Wis., to Cedar Rapids, Ia., Feb., 1914.—P.

WE FIND the Grain Dealers Journal a valuable paper for us.—Hemlock Elvtr. Co., Hemlock, Mich.

SISAL FIBER has been advanced by the Mexican government trust to 11½ cents. Before taking control the price was 5½ cents. An advance to 12 cents is expected, which will increase the cost of binder twine to the American farmer.

THE EAST is going solidly to Congress for an embargo and will expect the West, which has enjoyed the benefits of high prices for its products, to co-operate with, rather than oppose the move.—B. H. Woodworth, Minneapolis, Minn.

Better Accounting Methods for Grain Dealers.

BY TRAVELER.

When the average grain dealer goes to the bank he is generally pretty careful to see that the cashier makes no mistake in entering his deposits in a book provided especially for that purpose. If for any reason his bank book becomes worn and the pages begin to slip out before the book is filled, he loses no time in demanding a new book. It's the thing to do, of course, otherwise how could he tell how much money he had in the bank? But that same grain dealer will go back to his office and promptly make a record of the receipt of a load of grain worth anywhere from \$50 to \$125 on any sheet of scratch paper he can lay his hands on, and then mix it up with about two months' mail that is strewn all over his desk.

If asked why he don't straighten things around and keep his books as he should, the old established alibi comes out, "I'm so busy, I haven't had time."

If this same dealer were to go into his banker's office and the cashier were to stick his deposit slip in such a "mess," it would take just long enough for him to cover the ground to make a new depositor in the bank around the corner. But that's different.

How many customers do you think Mr. Average Grain Dealer has lost simply because he "don't have time to keep books?" How does it come he don't have time? No farmer likes to feel that his grain is not accounted for and further than that he dislikes waiting around till his piece of scratch paper is located.

The real reason Mr. Grain Dealer don't have time is that he spends ten times as much as should be necessary in trying to locate his records. Almost every dealer will modestly admit that his records are a little better than the average, but it would hurt his feelings considerably to tell him his accounting system lets him in with the 90% who don't know where they stand. Think of it, nine in ten independents or co-operative managers practically guessing at the amount of grain they have on hand, or the amount they have shipped. It sounds preposterous, but take a three or four hundred mile trip in your immediate territory and you will begin to realize the true conditions.

How much do you suppose the Fire Insurance Inspector adds to your rate simply because you "haven't had time?"

What do you suppose would happen if you took such records into court?

What do you think it would cost to have accurate records as you need, and how much time would it take to keep them?

No man can give an answer to the first two questions, but at a cost of only a few dollars, one may procure an indexed receiving book, wherein each farmer may be given a page, and his account indexed so that when he comes in to settle no time will be wasted in looking all over the office for records. It is just as easy to turn to any numbered page in this book to make the records as it is to use the old slip shod methods and the saving in time when the Farmer wants to settle will afford ample opportunity to get things cleaned up. Yet that is only one labor saving book.

Add a stock or inventory record to your system. Only a moment is required to record the number of bushels in each load received and shipped and such a record will tell you every day in the year just how much grain you should have on

hand. When clean-up or inventory time comes around you will find exactly how much your shrinkage has amounted to, and you can easily figure its cost. That is record number two, yet the increased efficiency of your accounting system will give you more time to visit with your customers, with a resultant increase in the volume of your business.

Remember, it pays the banker and it will pay you.

REFUGEES FROM RUSSIA assert that more persons are starving to death in that country than are losing their lives in war.

NEW SOUTH WALES wheat crop is estimated at 40,000,000 bus., against earlier in the season estimates of 54,000,000 bus.

CLOTHING for workmen, fastened together with clips instead of seams, has been invented, so that a wearer can liberate himself when caught by machinery.

Stockdale & Maack Co.'s Elevator at Walcott, Iowa.

Modern elevators replacing elevators which have burned down are great improvements over the fire traps of the past. The new elevator at Walcott, Iowa, in place of the one which burned on August 6th is iron clad and equipped with lightning rods. The foundation is of concrete. Electric wiring is all conduit work.

The elevator is 40x44x62' to eaves, with a cupola 25x40, 28' high. The driveway is 12x56' with cob and dust bins overhead. The basement height is 12' and the height of the working story is 14'. The house is equipped with a Weller Car Puller, a Western Corn Sheller, a 20 h.p. motor and a 16" steel conveyor in the basement. On the work floor is a No. 10 Monitor Cleaner and a power shovel, and two wagon dumps with oil controllers. A man lift carries the men to the top floor where a corn cleaner and four distributors take the grain from the five stands of elevators. The cups are 6x12", 7x12" and 6x18". Two 10 h.p. motors supply power for the cupola. The track scale has all steel and concrete construction.

Storage room is provided by 17 bins with an actual capacity of 60,000 bu. The handling capacity of the plant is 3,000 bu. per hour. The plant is the cleaning house for the line of elevators of Stockdale & Maack Co. The plant was built by the Burrell Eng. & Constr. Co. in sixty days.



Stockdale & Maack's 60,000-bu. Elevator at Walcott, Ia.

Grain Trade News

CALIFORNIA

Oakland, Cal.—The Sperry Flour Co. is planning to build an elvtr. and 3,000-bbl. flour mill, at a cost of \$500,000.

Vallejo, Cal.—Improvements are being made in the grain warehouse of the Golden Eagle Mills, at a cost of \$9,000.

Sacramento, Cal.—W. R. Spence has brought suit against the Sacramento Warehouse Co. to recover \$6,793 for damage to 14,134 sacks of rice stored in the warehouse, where it became damp and stack-burned.

South Vallejo (Vallejo p. o.), Cal.—The plant which the Sperry Flour Co. is building to replace its wooden structure, which burned Aug. 29, consists of a 7-story reinforced concrete mill and warehouse, 100x300 ft., the warehouse being 2 stories high. Thirty concrete grain storage tanks, 80 ft. high and 15 ft. in diameter, will have a total capacity of 415,000 bus. The plans for the elvtr. were made by the Macdonald Engineering Co. and contract for the elvtr. and mill structures, which will cost about \$500,000, has been placed with the Dinwiddie Construction Co. Contract for elvtr. equipment has not yet been placed.

CANADA

Ft. William, Ont.—John King contemplates the erection of an elvtr.

Enderby, B. C.—The elvtr. of the Enderby Flouring Mill has been leased to the Vancouver Mlg. Co.

Vancouver, B. C.—The Canadian Pacific Railway is preparing to expend between \$10,000,000 and \$15,000,000 in grain elvtrs. and additional terminal facilities at this place.

Toronto, Ont.—The Board of Trade has improved its telegraphic market service with the Winnipeg Grain Exchange. This is now on a 5-minute basis, where formerly the interval was 15 minutes.

Ft. William, Ont.—Tenders will soon be called for the erection of the first unit of the elvtr. to be built on the river front for M. Sellars & Son, Ltd., to cost \$75,000. Harry Sellars, of Port Arthur, is engineer.

Victoria, B. C.—W. Lloyd has resigned his position with the Brockman Ker Co. to succeed L. A. Walker as mgr. of the local business of the Vancouver Mlg. & Grain Co. Mr. Walker has been given a better position.

Port Arthur, Ont.—James Richardson & Co. have entered into an agreement with the city whereby it will erect an elvtr. on the north waterfront. The first unit of 1,000,000 bus. is to be ready for the 1917 crop and the capacity of the structure is later to be increased to 2,500,000 bus. This is the 3rd elvtr. located on the north waterfront this year, the others being erected by the Saskatchewan Co-operative Co. and the Grain Growers Grain Co. Another terminal hospital elvtr. will be built in the near future, according to report.

WINNIPEG LETTER.

Dr. R. A. Magill has resigned as chairman of the Dominion Grain Commission to accept the position of sec'y of the Grain Exchange, succeeding Dr. C. N. Bell, resigned.

Frank S. Burgess, mgr. of the office of the Dominion Government Elvtrs., is missing and a warrant has been issued for his arrest. He cashed checks to the amount of about \$118,000, which should have been deposited in the bank of Ottawa, endorsed "Deposited to the credit of the Receiver-General, Canadian Government Elvtr. Account."

The United Grain Growers, Ltd., the largest combination of grain growers in the world, has been formed by the consolidation of the Alberta Co-operative Elvtr. Co., Manitoba Grain Growers Ass'n, Grain Growers Grain Co. and the United Farmers of Alberta. The capital stock will be increased at once. Saskatchewan grain growers will decide on union with the organization at its next meeting, to be held during the winter. Grain men are practically certain their decision will be favorable to union. The number of shares any shareholder may own was increased from 40 to 100.

COLORADO

Holly, Colo.—Henry E. Lague has resigned as mgr. of the Holly Mlg. & Elvtr. Co. and removed to Monte Vista.

Glenwood Springs, Colo.—We have installed a 30-h. p. electric motor and a new oat separator in our plant.—Farmers Mlg. & Power Co.

Denver, Colo.—Frank G. Olson, sec'y-treas. of the Farmers Grain Co., was married Nov. 18 to Miss Adelia Gustafson, of Colorado Springs.

Denver, Colo.—S. A. Regan, of Portland, Ore., has been placed temporarily in charge of the federal grain inspection dept. in the Cooper Bldg. here.

Firestone, Colo.—The Firestone Mlg. & Elvtr. Co. has been organized with a capital stock of \$50,000, to build an elvtr. and feed mill here, with a sub-station at Dacoco.

Monte Vista, Colo.—Henry E. Lague, of Holly, has succeeded R. Breckenridge as mgr. of the Monte Vista Mlg. & Elvtr. Co. Mr. Breckenridge will manage the elvtr. of the Pueblo Mill & Elvtr. Co. at Pueblo.

Montrose, Colo.—The grain and milling business of the Delta Flour Mills has changed hands, Aden Crabill retaining one-third interest, Dr. H. A. Stockham taking a third, and Allen Obert becoming the other one-third owner.

DISTRICT OF COLUMBIA

Langdon, D. C.—Tentative plans are being made for the construction of a large elvtr., for storing grain used in the manufacture of yeast and by-products at the plant of the Corby Co.

IDAHO

Felt, Ida.—Joe Williams has been retained as mgr. of the elvtr., which Thomas Bros. purchased from the Merrill Grain Co.

Driggs, Ida.—Thomas Bros., who bot the grain and elvtr. business of the Merrill Grain Co. at Ashton and nearby points, will build an up-to-date elvtr. here. They have leased a site on the O. S. L. R. R. Boyd Reynolds is local agt.

Pocatello, Ida.—The Pocatello Mlg. & Elvtr. Co. incorporated; capital stock, \$50,000; incorporators, I. S. Lambing, E. L. Lambing and W. S. Caton. The headquarters will be at this city and the company will conduct a grain, live stock and fuel business in Utah, Montana, Colorado and Wyoming.

ILLINOIS

Danville, Ill.—The Farmers Elvtr. Co. has been organized.

La Hogue, Ill.—The Farmers Grain Co. has built a new office.

Savannah, Ill.—The Neola Elvtr. Co. has made improvements at its elvtr.

Auburn, Ill.—The Auburn Roller Mlg. Co. will install a Boss Air Blast Car Loader.

Decatur, Ill.—The grain standardization laboratory has been discontinued at this city.

Moweaqua, Ill.—I have bot the grain business of C. A. Davis at this point.—Gid Housh.

Gladstone, Ill.—Work on the elvtr., under construction at this point, is progressing rapidly.

Maunie, Ill.—Work is progressing on the elvtr. and corn crib under construction for A. Waller & Co.

Roberts, Ill.—J. W. Zimmerman has resigned as mgr. of the Farmers Elvtr. Co. on account of ill health.

Bradford, Ill.—I have taken possession of the elvtr., which I purchased from R. W. James.—Peter Ternus.

Mason City, Ill.—Having sold all our elvtrs. we have retired from the grain business.—D. H. Currey & Co.

Prairie City, Ill.—The Dole Elvtr., leased to the Prairie City Elvtr. Co., which burned Oct. 20, will be rebuilt at once.

Manchester, Ill.—Work on the cribbed elvtr., under construction for the Farmers Elvtr. Co., is progressing rapidly.

Conover sta. (Kilbourne p. o.) Ill.—Work is progressing on the elvtr., which is being built to replace the one burned Sept. 12.

Stillman Valley, Ill.—We will start work soon on the erection of a new lumber shed, 100 ft. long.—H. M. Steafbold, agt. Neola Elvtr. Co.

Cody sta. (Springfield p. o.) Ill.—The Central Illinois Grain Co. will install a Boss Air Blast Car Loader in its new 20,000-bu. elvtr.

Pleasant Plains, Ill.—A new elvtr. has been erected, on the B. & O., opposite the old elvtr. of the Farmers' Elvtr. Co. Mr. Atherton is in charge.

Home, Ill.—The recently organized Farmers Elvtr. Co. will buy one of the 3 elvtrs. here if possible and if not the company will erect an elvtr.

Camp Point, Ill.—We operate the only elvtr. at this place and are annoyed at harvest time by a scooper who buys some grain.—Oliver & Liggett.

Quincy, Ill.—The Long Commission Co. incorporated; capital stock, \$50,000; incorporators, Walter A. Long, Harry L. Hurt and Henderson D. Wilcox.

Rankin, Ill.—George Petri is building an elvtr. to replace the one, which burned Aug. 4. He expects to have the new structure completed before Jan. 1.

Sheldon, Ill.—The nearly completed mammoth terminal elvtr., of the Cleveland Grain Co., was threatened by fire Nov. 18 when the Big Four depots burned.

Rapatee, Ill.—The old Woods Elvtr. burned to the ground Nov. 26, when it was set on fire by sparks from a passing locomotive, on the M. & St. L. R. R.

Cairo, Ill.—H. H. Gear, grain inspector for the Board of Trade at Sioux City, Ia., has resigned to accept the position of grain supervisor for the federal government here.

Winnebago, Ill.—W. A. Sentman will be mgr. of the grain, coal and lumber business, which the Midland Lumber Co. took over from the Winnebago Grain & Lumber Co.

Roanoke, Ill.—Dan Greuter has built a fireproof office, with hot water heating plant and concrete basement, at a cost of \$2,500.—W. G. Nelson, representing Lipsey & Co., El Paso.

Bourbon, Ill.—C. E. Davis, who bot the Sipp Elvtr. from F. W. DeHart, is tearing it down and will build a larger, up-to-date structure. Bert McBride is in charge of the grain business here for Mr. Davis.

Cazenovia, Ill.—Mark J. Ranney bot and took possession Dec. 1 of the elvtr. and coal business of H. J. Wykle. Frank Fischer, former mgr., will remain in charge and will be assisted by Milo M. Ranney.

Toluca, Ill.—The Toluca Elvtr. Co., which lost one of its elvtrs. by fire Aug. 5, has decided to rebuild in the near future. Harold Carmon is mgr. of the company.—W. G. Nelson, representing Lipsey & Co., El Paso.

Missal, Ill.—The Farmers Grain Co. is putting a new chimney on its engine house.

Carlinville, Ill.—Arthur L. Fleker, aged 38 years, who with his father operated the elvtr. of C. Fleker & Son, died Nov. 28, after an illness of only a few days. He is survived by his widow and one daughter.

State Road (Mayview p. o.) Ill.—Tony Barton, who recently sold his elvtr. at Jamaica, has bot the elvtr. of E. C. Saddoris but will not get possession until May 1, 1917. Mr. Saddoris retains his elvtr. at Mayview.

Kruger sta. (Lawndale p. o.) Ill.—The East Lincoln Grain Co. has completed the 30,000-bu. elvtr. for which it let contract to the Younglove Construction Co. Equipment includes a cleaner, 22-h. p. engine and 700-bu. hopper scale.

Enright, Ill.—The El Paso Elvtr. Co. is remodeling its elvtr. The cupola has been raised and an automatic scale, new dumps, new belting and manlift have been installed. A. W. Hildreth is mgr.—W. G. Nelson, representing Lipsey & Co., El Paso.

Alvin, Ill.—Frank E. Yeazel, mgr. of the Alvin Grain & Light Co., fell from the top of his elvtr., a distance of 60 ft., when a cable broke Nov. 22. In falling Mr. Yeazel broke his right leg, sprained his back and sustained severe bruises and other injuries.

Assumption, Ill.—The elvtr., recently completed by the Lacharite Grain Co., is an up-to-date corn handling plant, with large cribs. Equipment includes a Western Sheller, cleaner, manlift, rope transmission and 35-h. p. steam engine. The Younglove Construction Co. had the contract.

Galesburg, Ill.—We have made extensive repairs in our elvtr. G. B. Warren, formerly with Geo. S. Dole at Monmouth, is now mgr. of our company, succeeding E. T. Latimer, who resigned after being mgr. for 6 years, to accept the managership of the branch office of Lamson Bros. & Co. in this city.—Farmers Galesburg Elvtr. Co.

Sullivan, Ill.—The east end elvtr., being erected by E. W. Davis, will not be finished this fall. The construction has reached the point where the bins and dumps can be used, so a temporary roof will be placed over it until spring. Work will then be resumed and when completed the building will be a large fireproof structure.

Colfax, Ill.—Workmen on the concrete elvtr., which is being erected for the Farmers Co-operative Co. by the 3 Americas Co., recently went on a strike for higher wages. The rate being made was 25c an hour and they wanted 30c. The places of the men who refused to work for 25c were replaced by other men, who were anxious to get the work.

East St. Louis, Ill.—Two additional suits to test the rights of the state civil service commission were filed at Springfield Nov. 24 by F. Kelly and Franz Sartison, grain inspectors, discharged by John T. Gibbons, chief grain inspector. They allege their positions are under the commission, and they can not be discharged without the filing of charges and trial.

Midland City, Ill.—Harry Kester, aged 23 years, was seriously injured Dec. 4 while working on a dump corn elvtr. for McClure Bros., grain dealers. He attempted to step across the machinery when a nail in the tumbling rod, which had been put there to replace a bolt that had dropped out, caught in his trousers near the knee. He was drawn into the machinery and his body badly lacerated.

Leverett, Ill.—We have under construction a 45,000-bu. studded elvtr., with all overhead bins and driveway thru the building, which is 38 ft. square and 97 ft. high. We are using asbestos for the siding and roof. Equipment includes 2 dumps, 2 loading spouts, 5,000-bu. scale and cleaner. The engine room will be of brick with concrete roof. The work floor of the elvtr. will be used for grain sacking. The Younglove Construction Co. has the contract.—A. J. Flatt & Son.

Orleans, Ill.—The 25,000-bu. elvtr. of the Orleans Grain Co., containing less than 900 bus. of corn, burned Nov. 21, with an estimated loss of \$8,000. Insurance, \$6,500. The fire started in a cob burner near the building. The company will secure platform scales and make arrangements for shipping grain as received. Definite rebuilding plans will not be announced until insurance adjusters have inspected the elvtr. site.

Burt siding (Minier p. o.) Ill.—Verl E. Judy, aged 35 years, mgr. of the Burt-Richmond Grain Co. for the last 5 years, was killed almost instantly Nov. 27 when he became caught in the 15 h. p. gasoline engine in the elvtr. His body below the waist was crushed to a pulp but there were few scratches on the upper portion. He died 5 minutes after being found by Wm. Harkeroff, an employee, who stated that Judy was in the engine room, while Harkeroff was loading some wheat for a farmer, when the engine stopped. He is survived by his widow and 2 children.

Waggoner, Ill.—My elvtr. on the I. C. R. R. is completed and I commenced to buy grain Oct. 26. It has a capacity of 10,000 bus. and is equipped with a 28 h. p. gasoline engine, 1,000-bu. Richardson Automatic Scale, Western Sheller, of 1,000 bus. per hour capacity, with self feeder. I can load a car by gravity in one hour. I have 3 dumps for ear corn and one dump for small grain, 2 stands of elvtr. legs, with 7x12 in. buckets. The bins are 32 ft. deep and are all hopped so that grain will run out without scooping. The elvtr. is a frame, studded structure.—J. W. Gerlach.

St. Anne, Ill.—Arthur Gagnon has brot suit for \$2,000 against W. F. Tegge and Ed. J. Tegge, operating under the name of the Tegge Grain Co. The plaintiff explains that about a year ago he sold a large amount of grain to the defendant. Soon after the sale was made the price of oats dropped and since that time he declares the defendants have attempted to pay for the oats at a lower price than they were at the time the sale was made. The case has been reduced to a dispute between the parties over the date of the sale. When this is established the price can be fixed. Gagnon declares that the Tegge Grain Co. is attempting to pay him at least \$1,500 less than what the oats would have come to at the date of

Paxton, Ill.—Risser & Rollins write that they will erect an up-to-date cribbed elvtr., of about 60,000 bus. capacity, to replace the frame structure, destroyed by fire at 11:50 p. m. Nov. 23, which started in the basement. It was probably caused by friction of the machinery in or near the boot. The estimated loss on the elvtr. is approximately \$10,000; insurance, \$8,500. A car filled with corn, on the Illinois Central, was destroyed. Mr. Rollins finished loading this car about 6 o'clock and he and his ass'ts. examined the machinery before they left and found it to be in proper condition. The elvtr. contained about 37,000 bus. of oats and 7,000 bus. of corn. The oats, which were left in large piles on the ground after the fire, are being sold at 45c a bu. by the insurance companies.

CHICAGO NOTES.

H. C. Knoke & Co. will repair their cereal plant, which was damaged Nov. 17 by fire.

Louis T. Sayre, general supt. of the J. Rosenbaum Grain Co., was married Nov. 22 to Miss Mary Theresa Hewson.

Four memberships in the Board of Trade sold Dec. 9 at \$7,300 and one sold early in the week at \$7,400 net to buyer.

The Grain Standardization Laboratory has been removed to Room 974—208 S. LaSalle St.—W. P. Carroll, in charge.

The rate of interest for the month of December has been fixed by the finance com'te of the Board of Trade at 5% per annum.

E. Lowitz, long a member of the Board of Trade, with whom Sam Finney is engaged in the cash grain business, on Dec. 7 bot a membership in the New York Stock Exchange at \$77,000, and a membership in the Chicago Stock Exchange.

David Dennison, at one time corn trader for the Weare Commission Co., died Dec. 8.

Mrs. Helen S. Wright, widow of A. M. Wright, at one time pres. and for many years a member of the Board of Trade, died Nov. 29.

Members of the Board of Trade voted Nov. 29 against the amendment to the rules requiring a license fee of \$25 annually for non-member solicitors.

The recently organized Simons & Day Co. incorporated; capital stock, \$200,000; incorporators, Dwight P. Green, Mellen C. Martin and Louis G. Caldwell.

Board of Trade members on Nov. 28 paid \$600,000 in stamp taxes alleged by the government to have accrued, but which the brokers will seek to recover.

R. I. Mansfield withdrew from W. H. Perrine & Co. Dec. 1 and is now floor mgr. for the Bartlett, Frazier Co. Sim Fernandes has succeeded Mr. Mansfield with W. H. Perrine & Co.

The organization of a Lloyd's underwriting ass'n to assume the risk of fire in elvtrs. above the amount that the regular fire insurance companies consent to carry is being promoted.

The amendment to the rules of the Board extending the privilege of delivering track grain to include grain not consigned to any regular elevator is published elsewhere in this number of the Journal.

The amendment to the rules of the Board of Trade exempting pending contracts from changes in rules for grading made by the federal or state authorities was adopted Nov. 29 by vote of the members.

Douglas I. Van Ness, formerly with Lamson Bros. & Co., is now floor mgr. for E. W. Wagner & Co., succeeding E. G. Heeman, who resigned to engage in the brokerage business on his own account.

Alphonse W. Huber has purchased the National Elvtr., at Archer Ave. and the river. It has a capacity of 1,000,000 bus. and is under lease to the Bartlett, Frazier Co. No improvements will be made at the present time.

By a vote of 301 against and 257 for, the proposed amendment to the rules of the Board of Trade, changing the insurance rule so that insurance as near full market value as could be obtained instead of 85% as now provided for grain delivered, was defeated.

The amendment to Sec. 23 of Rule IV of the Board of Trade providing an increase in the license fee of private wire offices was adopted Nov. 29 by a vote of 284 to 282. The increase is from \$2 to \$15, except that the branches of firms having their main office at Chicago will pay \$7.50.

Charles E. Comley, Chester M. Martin, A. R. Frank, Robert H. Livingston, Gerald F. Earle, George C. Myers, Mark Bates, Geo. H. Lowitz and Geo. A. Aylsworth have applied for membership in the Board of Trade. Jule H. Zorn, Edward C. Badenoch and Hugo D. Lehmann have been admitted to membership and the memberships of David R. Forgan, John R. Tomlin, Edward J. Tegge, Irving L. Corse, Carlos W. Wheatly, Chas. C. Renshaw, and the estates of George E. Root, William J. Fyffe and John R. MacKenzie have been posted for transfer.

Jacob Herrick Wilbur, a member of the firm of Warner & Wilbur, died Nov. 30 after a brief illness at his residence in Evanston, aged 83 years. The remains were taken to Catskill, N. Y. for burial. Mr. Wilbur was born in Richfield Springs, N. Y. In 1862 he married Miss Mary Hiller. In 1879 he came to Chicago and embarked in the grain commission business in the firm of Warner & Wilbur. Mr. Wilbur was quiet and unostentatious and an active church worker. He had one son, Ralph Wilbur. The death of Mr. Wilbur will not cause any change in the title of the firm, nor in the conduct of its business.

PEORIA LETTER.

A. D. Campbell, pioneer grain and hay dealer, died Nov. 25, aged 65 years. He had been a member of the Board of Trade for many years.

Maurice Raleigh has been appointed grain supervisor of the federal grain inspection office, which was opened Dec. 1 in the Simoneau Bldg.

Samuel Thomas, of T. A. Grier & Co., and Stanley D. Tilney, sec'y of the Geo. W. Cole Grain Co., have applied for membership in the Board of Trade.

The property of the Iowa Elvtr. Co. has been sold for \$30,000 to J. W. McDowell, of the Title & Trust Co. for a client. The company's elvtr. on this site burned last spring.

Herbert Fox, member of the grain inspecting force of the Board of Trade for 25 years, is slated for the post of chief grain inspector, to succeed Frank P. Tompkins, who has gone to Minneapolis, Minn., as federal grain supervisor.

INDIANA

Royal Center, Ind.—C. A. Ashpaugh has bot the interest of J. F. Sims in the elvtr. here.

Radnor, Ind.—W. H. Isenhour bot the elvtr. of A. Grove and took possession Nov. 30.

Auburn, Ind.—John Wimer, a member of Wimer & Brown, grain dealers, died suddenly of apoplexy Nov. 29.

Remington, Ind.—We contemplate building an elvtr. soon and going into the grain business.—C. B. Johnston & Son.

Attica, Ind.—One of the elvtrs. here was damaged when a team ran into a guy line and pulled down the smoke stack.

Clay City, Ind.—Alexander Modesitt has succeeded J. B. Bennett, who resigned as agt. of the elvtr. of Paul Kuhn & Co.

Terre Haute, Ind.—Fire, attributed to an overheated boiler, caused a loss of \$2,500 to the large elvtr. of the Paul Kuhn & Co.

Evansville, Ind.—Iglehart Bros. are planning the erection of a concrete warehouse, to cost \$25,000, in connection with elvtr. and mill.

Anderson, Ind.—The Union Grain & Feed Co. has installed electric power as its smoke stack was blown down by high wind recently.

Stone's crossing (Greenwood p. o.) Ind.—William Rouse & Son, of Indianapolis, will soon erect an elvtr. to be owned by the Illinois Central.

Washington, Ind.—James A. Norris, member of the firm of Norris & Kidwell, operating an elvtr. and mill, broke a bone in his right hand when he fell Nov. 21 at the plant.

Advance, Ind.—S. Z. Billingsly and H. E. Sprong on Sept. 20 bot and took possession of the elvtr. of the Advance Grain Co., owned by O. Jordan and J. R. McCaughy.—S.

Remington, Ind.—A. E. Betts is pres., Wm. Frank, vice-pres., and J. A. Washburn, sec'y-treas. of our company, which has succeeded the Frank Kelley Grain Co.—Washburn Grain Co.

Rockfield, Ind.—Edward Roach has resigned his position at the elvtr. of C. M. Kerlin & Co. at Delphi, to become mgr. of the Farmers Elvtr. Co. here. He succeeded Harry Cassley, who has gone to Decatur, Ill.

Rileysburg, Ind.—M. A. Current has practically completed his new elvtr., which replaces the one burned Sept. 26. While it is under construction the farmers have been piling the corn on the ground. A sheller was placed near the railroad track and when they could get cars the grain was shelled and elevated into them. The Reliance Construction Co. has the contract.

Russiansville, Ind.—Mrs. A. A. Kern has brot suit against Unger & Son, grain dealers at this station, and the West Middleton Mill & Elvtr. Co. at West Middleton, alleging that these firms bot grain from Daniel E. Rodkey, tenant on her farm, and turned over the money for it to him, thereby enabling him to appropriate the money to his own use and avoid settling for his tenancy.

Earl Park, Ind.—Flinn, Gaunt & Co., of this city, and the Jordan Elvtr., of Raub, have co-operated, consolidating both firms into a stock corporation, which shall be known as the Flinn Grain Co., with headquarters at this place.—W. L. Flinn, of Flinn, Gaunt & Co.

North Manchester, Ind.—A trustee has been appointed for the Kinsey Bros. Grain Co., which is composed of Harry Kinsey, of this city, and Emory Kinsey, of Claypool. The company has elvtrs. at this place, Warsaw, Silver Lake, Urbana, Bippus and other stations. The appointment was the result of the rejection of 30 cars of wheat by consignees, who claimed it was not up to grade.

INDIANAPOLIS LETTER.

Max R. Hyman and Wm. J. Hogan have been admitted to membership in the Board of Trade.

Clark A. Russell, of Decatur, Ill., has been appointed grain supervisor for the federal government temporarily.

The annual meeting of the Indiana Grain Dealers Ass'n will be held Jan. 9 and 10 in the Board of Trade Bldg.—Chas. B. Riley, sec'y.

The following individuals, firms and companies were elected to membership in the Indiana Grain Dealers Ass'n at a meeting of the board of directors on Nov. 24: Seeger & Betts, Marshfield, McComas & Brant, Boyleston, J. C. Phillips, Star City, Carl L. Cue, Cambria, H. L. Walker, Montpelier, J. F. Plice, Markle, J. H. Smith & Son, Buckeye, Miller & Brickley Grain Co., Uniondale, Crowell Grain Co., Columbia City, Arnold & Nelson, Montpelier, Wolfgram Grain Co., Brownsburg, E. C. Ogle & Co., Moran, Chas. A. Hornbeck, Avery, James M. Hanna, Willow Branch, Gas City Elvtr. Co., Gas City, Foreman & Davis, Hillsburg, Farmers Elvtr. Co., Francesville, North Grove Grain Co., North Grove, W. W. Pearson, Upland, E. T. Wood, Logansport, C. H. Seamon, Arcola, Shirley & Jones, Lebanon, Blanton Milling Co., Indianapolis, J. W. McMillen & Son, Ft. Wayne, Merchants Hay & Grain Co., Indianapolis, P. M. Gale Grain Co., Indianapolis, Ind., Brouse-Skidmore Grain Co., Cincinnati, O., and the Burns Grain Co., Buffalo, N. Y.—Chas. B. Riley, sec'y, Indianapolis.

IOWA

Fonda, Ia.—Richard Miller is now mgr. of the Farmers Elvtr. Co.

Lewis, Ia.—C. A. Carlson is building an elvtr. on his farm northeast of this town.

Valeria, Ia.—Chas. Hall had 2 fingers crushed while working in the elvtr. at this place.

Orchard, Ia.—Jess Gray is now employed in the elvtr. of the Farmers Elvtr. & Supply Co.

Dow City, Ia.—John Ahart has acquired the elvtr. of H. G. Scott in exchange for his farm.

Missouri Valley, Ia.—Lorenzo Martin Kellogg, who formerly owned an elvtr. here, died Nov. 23.

Larchwood, Ia.—L. P. Grotewold has succeeded W. C. Kerner as mgr. of the Farmers Elvtr. Co.

Mondamin, Ia.—D. R. Miller of Slayton, Minn., is now with the Trans-Mississippi Grain Co. here.

Anthon, Ia.—The Quaker Oats Co., which operates an elvtr. here, has let contract for a duplicate structure.

Malvern, Ia.—A 10,000-bu. elvtr. will be built on the farm of Merrill Johnson, northeast of this town.

Perry, Ia.—William Fyfe had his toe crushed recently while working in the elvtr. of the Neola Elvtr. Co.

Anderson, Ia.—Work is progressing on the elvtr. under construction for E. G. Haning and Wilbur Goy.

Lytton, Ia.—L. Jensen, of Newell, has succeeded Geo. Christensen, who resigned as mgr. of the Farmers Elvtr. Co.

Carroll, Ia.—F. H. Culbertson will install a manlift, freight elvtrs. and dumps.

Council Bluffs, Ia.—Three boys were arrested Nov. 25; charged with stealing sacks of corn from the C. & N. W. R. R.

Story City, Ia.—Andrew Nelson, formerly in charge of the elvtr. of E. L. Ericson, is now mgr. of the Farmers Elvtr. Co.

Washington, Ia.—Mr. Saunders, of Waterloo, has succeeded R. L. Walton as operator at the grain office of H. L. Kaga.

Hanlontown, Ia.—The Farmers Elvtr. Co. is installing a new dump in its elvtr. E. E. Brunswold is mgr.—L. L. Druley, Prescott, Wis.

Spencer, Ia.—L. W. Emery, representative in northwest Iowa for Lowell Hilt & Co., Chicago, Ill., has opened an office in the Fraser Block.

Wolf, Ia.—The approaches to the elvtr. of E. A. Brown have been rebuilt with cement walls and a cement floor has been laid in the corn crib.

Sioux City, Ia.—The annual meeting of the Board of Trade was held Dec. 5. Reports were made by retiring officers and new officers were elected.

Sioux City, Ia.—Paul Larson, who has been with C. W. Derr at Dimock, S. D., has succeeded H. H. Gear as chief grain inspector for the Board of Trade.

West Bend, Ia.—The West Bend Elvtr. Co. has installed new rope transmission and other improvements. The Younglove Construction Co. did the work.

Ringsted, Ia.—A new office has been erected by the Farmers Elvtr. Co. and the old one has been moved near the elvtr. and will be used as a warehouse.

Galva, Ia.—The Galva Union Elvtr. Co. is repairing its elvtr., which was partly destroyed by fire Oct. 22. The Younglove Construction Co. is doing the work.

Montgomery, Ia.—A hot fire in the elvtr. of Stockdale & Maack was quickly extinguished by the application of an abundant supply of water, which was handy.

Marne, Ia.—Farmers have purchased a farm ear corn elvtr. and expect to load directly into the car. They have no storage facilities.—F. N. Moon, agt. G. H. Bunton & Son.

Council Bluffs, Ia.—Plans are being made for a 1,000,000-bu. elvtr. for the Chicago & Northwestern Railroad. When completed, it will be operated by the Updike Grain Co., of Omaha, Neb.

Bremer sta. (Waverly p. o.) Ia.—The foundation has been completed for the new 10,000-bu. elvtr. of Albert Jahnke, prop. of the Bremer Grain Co., and work is progressing on the superstructure.

Monona, Ia.—Work is progressing on the 25,000-bu. elvtr., on the C. M. & St. P. R. R., for which we let contract to the Newell Construction Co. It will have a double pit, 2 legs, automatic scales and an electric motor for power. A warehouse will be erected in connection and the entire plant will be covered with steel.—Gilchrist & Co., McGregor.



Bill your next Car of Grain
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HENSEY & OWEN
GRAIN COMMISSION
MILWAUKEE

Pocahontas, Ia.—The elvtr., for which P. L. Rivard let contract to the Younglove Construction Co., will have a capacity of 30,000 bus. It will be up-to-date in every respect. Electric power will be installed and 14x7 in. cups for elevating.

Iowa Falls, Ia.—The Farmers Elvtr. Co. has completed the 25,000-bu. elvtr. for which it let contract to the Younglove Construction Co. Up-to-date equipment has been installed, including an electric motor for power and rope transmission.

Tipton, Ia.—I am leaving this city for several months' visit in the west and when I return I will re-engage in the grain business.—A. E. Taber. W. W. Little is now in charge of the Northwestern Elvtr., formerly operated by Mr. Taber.

Perry, Ia.—C. E. Deweese, who has been in charge of the office of Harper & Ward at Chariton for the past year, has been transferred to this city. He takes the place of Bert Simpson, who resigned to accept a similar position with an Omaha commission firm.

Sioux City, Ia.—H. H. Gear, chief grain inspector of the Board of Trade, has resigned to accept the appointment as grain supervisor for the federal grain inspection dept. at Cairo, Ill. The grain dealers presented him with a beautiful traveling bag and entertained him at a farewell dinner when he left.

West Branch, Ia.—We will build at once a 10,000-bu. elvtr., with large warehouse and milling facilities, to replace our elvtr., which was destroyed Nov. 16 by fire caused by an employee trying to thaw out the engine with a blow torch. Insurance on the building, \$1,000; loss on the grain, \$2,000.—Jos. Schonborn.

Farragut, Ia.—The elvtr., recently completed by H. G. Loonan, is an up-to-date corn handling plant, equipped with a No. 34 Western Gyration Cleaner, No. 24 Pitless Sheller, two 10-in. Western Distributors, manlift, 2 dumps, electric motors for power, 2 stands of legs, 12x7 and 12x6 cups, on 5 ply rubber belt. The Younglove Construction Co. had the contract.

Mason City, Ia.—The grain dealers of this vicinity held a meeting at the Cerro Gordo Hotel on Nov. 23. Geo. A. Wells, sec'y of the Western Grain Dealers Ass'n, explained thoroly the rules and regulations in connection with the new federal grain acts, which went into effect Dec. 1. Following the meeting a luncheon was served to the 25 dealers in attendance.

Woodward, Ia.—W. W. Horras, who owned an elvtr. which he sold in February, 1915, is the defendant in a suit involving \$1,800, which was brot by the Clinton Sugar Refining Co. as the result of a corn deal. This is the 2nd trial in the case. The first resulted in a verdict favorable to the defense, and was appealed to the supreme court with the result that it was remanded.

Sheldon, Ia.—Benjamin Jenkinson has let contract for a 35,000-bu. elvtr. to the Younglove Construction Co. Equipment includes a manlift, electric motor and rope transmission. Mr. Jenkinson recently brot the elvtr. and grain business of the Sheldon Trade Co., which E. Riddell conducted for the past 34 years. Mr. Riddell will retire from business as his partner, Mr. Bassett, died a short time ago. The old elvtr. has been razed to make room for the new structure.

Cedar Rapids, Ia.—A crusade has been started to stop the stealing of grain from railway cars. Special officers of the C. & N. W. R. R. arrested Frank Hrabetin Nov. 28 when he stopped at the Quaker Oats Mills long enough to take some corn from a Northwestern car and place it in a sack which he was carrying. When arraigned before Judge Nugent he pleaded guilty and was fined \$10 and costs. He said he wanted the corn for his chickens. Until the grain is placed in the elvtrs. the railway company is responsible for it. Of late there have been many reports of shortages and officers are watching for the thieves. Boys have been stealing grain and selling it to grocers.

Dayton, Ia.—W. E. Johnson, formerly mgr. of the Farmers Elvtr. Co. at Malcom, on Nov. 1 succeeded E. R. Selstrom as mgr. of the Farmers Elvtr. Co. here and Mr. Selstrom has engaged in the implement business at Gowrie.

KANSAS

Palco, Kan.—The Farmers Union is being organized.

Park, Kan.—The Wheatland Elvtr. Co. is building a warehouse.

Wellington, Kan.—The H. C. Vesper Grain Co. is bankrupt.

Hesston, Kan.—An elvtr. will be built at this station next spring.

Zenith, Kan.—I am no longer mgr. of the Zenith Elvtr. Co.—E. G. Leonard.

Baileyville, Kan.—E. N. Bailey will install a Boss Air Blast Car Loader.

Harveyville, Kan.—W. W. Harvey will build a grain, feed and sand warehouse.

Ottawa, Kan.—The erection of a 40,000-bu. elvtr. is contemplated by the Farmers Grain Co.

Fanning, Kan.—Wm. Dunkle is not now in the grain business at this point.—Frank G. Hedrick.

Osborne, Kan.—The C. E. Robinson Grain Co., of Salina, is building an elvtr. here.—C. R. Latto.

Wichita, Kan.—The John Hayes Grain Co., of Hutchinson, opened an office in this city on Dec. 1.

Herndon, Kan.—The Farmers Grain Ass'n is now handling lumber in connection with its grain business.

Atchison, Kan.—A new loading dock is being built at the recently acquired elvtr. of E. R. McDonald.

Ash Grove (Hunter p. o.) Kan.—The Farmers Elvtr. Co. has commenced the erection of an elvtr.

Peck, Kan.—The Farmers Grain & Elvtr. Co. is building a feed warehouse in connection with its elvtr.

Natoma, Kan.—Geo. B. Flack has built an elvtr. at this point. The White Star Co. had the contract.

Goffs, Kan.—The Goffs Grain Co. has installed new grain scales and made improvements in its elvtr.

Wichita, Kan.—John Scheady is now located here as grain supervisor of the federal grain inspection dept.

Dresden, Kan.—The elvtr., for which the Farmers Elvtr. Co. let contract to the White Star Co., is completed.

Plains, Kan.—The L. H. Pettit Grain Co. has installed a Hall Signaling Grain Distributor in its elvtr. at this point.

Sabetha, Kan.—The Farmers Grain Co. has brot the elvtr. of J. W. Staten, which it had been operating under lease.

Oneida, Kan.—I have brot the elvtr. of Geo. E. McFarland here.—C. F. Blauer, formerly prop. of an elvtr. at Speed.

Hutchinson, Kan.—The Farmers Grain Dealers Ass'n of Kansas will hold its annual meeting at this city Jan. 3 to 5.

Tipton, Kan.—The C. E. Robinson Grain Co. has installed a Hall Signaling Grain Distributor in its elvtr. at this point.

Parsons, Kan.—W. L. Sprague and H. R. Joy are building an elvtr. here and will handle feed, flour and coal in connection.

Kingsdown, Kan.—I am back again with the Jennings Grain Co. after spending a month's vacation in Missouri.—F. S. Rickner.

Morrill, Kan.—Gordon Heald has purchased the elvtr. of the estate of H. R. Melendy. Mr. Melendy died Sept. 5.—A. E. B.

Mullinsville, Kan.—The Jennings Grain Co. is building a 30,000-bu. elvtr. here, which will be managed by Ed Brown, of Bucklin.

Forney Switch (no p. o.), Kan.—An elvtr. is being erected by the C. E. Robinson Grain Co., of Salina, at this station, which is 5½ miles from Osborne.—C. R. Latto, Osborne.

Studley, Kan.—W. J. Madden will install a Boss Car Loader.

Rexford, Kan.—A 30,000-bu. elvtr. will be built by the Farmers Elvtr. Co., which has been organized with a capital stock of \$10,000.

Ft. Scott, Kan.—A 100,000-bu. elvtr. will be erected before next season by the Kansas Flour Mills Co., prop. of the Goodlander Mills.

Corinth, Kan.—The C. E. Robinson Grain Co., of Salina, is building an elvtr. at this station, which is 8 miles from Tipton.—C. R. Latto, Osborne.

Rexford, Kan.—Fred Mosher is building wheat bins, of about 60,000 bus. capacity, to take care of the wheat until after the car shortage is relieved.

Wright, Kan.—J. L. Carter, prop. of an elvtr. at Haggard, is now building a 12,000-bu. elvtr. at this station, on the Santa Fe, in Ford County.

Grant sta. (Hunter p. o.), Kan.—Peterson Bros. have installed a Hall Signaling Grain Distributor in their 8,000-bu. elvtr., which they are operating as the Grant Grain Co.

Horton, Kan.—E. F. Henney, a farmer, has brot the grain and coal business of T. J. Beall. He will also conduct a branch of his business at the new station, Germantown.

Jewell City, Kan.—We have sold and given possession of our elvtr. to the Jewell Farmers Co-operative Ass'n. Fred Bartsch has been employed as mgr.—C. E. Robinson Grain Co.

Levant, Kan.—J. F. Morrison is pres. and I am mgr. of the elvtr. for which the recently incorporated Levant Co-operative Shipping Ass'n let contract to the White Star Co.—J. F. Waters.

Alden, Kan.—We are installing a Richardson Automatic Scale and a manlift in our elvtr., which with other improvements will make it an up-to-date house.—Farmers Grain, Fuel & L. S. Co.

Hutchinson, Kan.—During the month of November there were 1,342 cars of grain inspected here by Ralph Russell, grain inspector. Approximately 2,000 cars of grain were handled here during the month.

McPherson, Kan.—Samuel Johnson has brot suit against the Colburn Bros. Mfg. Co., claiming that he stored 300 bus. of wheat with the company and that now he is refused possession of the grain.

Syracuse, Kan.—William Kelley, an employee of the Syracuse Mill & Elvtr. Co., died recently from tetanus, caused by getting his fingers caught in the gearing of the machinery at the company's plant.

Mankato, Kan.—The Farmers Union, which recently purchased an elvtr. at Jewell, contemplates the establishment of an elvtr. at this place and a switch between the Missouri Pacific and C. R. I. & P.

Cleveland, Kan.—Work has been started on the new iron clad 15,000-bu. elvtr. for the recently incorporated Farmers Elvtr., Grain & Mercantile Co. An iron clad office, engine room and warehouse will be built in connection. The White Star Co. has the contract.

Dodge City, Kan.—A man, giving the name of T. A. Cox, appeared at the elvtr. of the Dodge City Elvtr. & Mfg. Co. Nov. 26 with 2 loads of wheat, which were purchased by that company, and a check for \$360 given for the same. A short time after the check had been cashed it was learned that the wheat had been stolen from a granary a short distance from town. The man hired 2 teams and wagons from a resident of this city, went out and loaded the wheat and brot it to town. No trace of the man has been received.

TOPEKA LETTER.

The Topeka Board of Trade was organized Dec. 4 at a meeting of the grain dealers and millers of the city. H. D. Yoder was elected pres., T. J. Meyers, sec'y, and David Page, treas. All grain dealers and millers of Topeka are charter members. A trading hall will be secured and a direct wire will probably be maintained from Kansas City and cash wheat may be traded in.

The Topeka Flour Mills Co. contemplates building an addition to its elvtr.

The Kemper-Fair Mfg. Co., of Kansas City, Mo., has brot suit against the Cardwell Mfg. Co., of this city, to collect \$917.21 damages because of the alleged failure of the Cardwell Mfg. Co. to deliver 1,965 bus. of No. 2 wheat purchased over the telephone, July 14, 1916, at \$1.12. The Kemper-Fair Mfg. Co. purchased 3,000 bus., of which 1,034 bus. was delivered in August. The company states that because of the Topeka company's failure to deliver it was forced to go into the open market and purchase the 1,965 bus. at \$1.59 a bu.

KENTUCKY

Lexington, Ky.—J. F. Wharton has resigned his position with the Fayette Coal, Grain & Feed Co.

Richmond, Ky.—Adlan Zaring, pres. of the Zaring Grain & Mill Co., was married recently to Miss Addye Steele.

Louisville, Ky.—The establishment of small elvtrs. thruout the state to meet the requirements of Kentucky distillers has been proposed by J. B. Wathen, Jr., who points out that a large part of the state's grain crop can be handled in the state. A special com'te will be appointed by the Board of Trade to urge Kentucky distillers to buy their grains, especially corn, from Kentucky dealers.

LOUISIANA

New Orleans, La.—The Dock Board Elvtr., now under construction, will be finished this month. Tracks to serve it are now being laid.

MARYLAND

BALTIMORE LETTER.

Charles E. Moore, of W. H. Moore & Co., and Wm. M. Smith have applied for membership in the Chamber of Commerce and the membership of Benson Blake has been transferred.

At a general meeting Nov. 27 of the members of the Chamber of Commerce certain articles in the by-laws were amended to conform to the requirements of the United States Grain Standards Act. The commission rates on all kinds of grain were also amended, so that, effective at once, "on all grain there shall be a charge of 1c per bu, unless the selling price of the grain exceeds \$1 per bu., in which case the minimum charge shall be 1% on gross sales."

MICHIGAN

Gardendale, Mich.—The Holmes Grain Co is erecting an elvtr. at this point.

Bear Lake, Mich.—The elvtr. and mill of the Bear Lake Roller Mills have been overhauled.

Sanborn, Mich.—Farmers are organizing an elvtr. company at this station, which has no elvtr. at present.

Jackson, Mich.—The Eldred Mill Co., operating an elvtr. and mill, has erected a 125-ft. smokestack on its plant.

Detroit, Mich.—W. H. McMurtrey, of Decatur, Ill., has been appointed grain inspector for the federal government at this city, temporarily.

Richmond sta. (Lenox p. o.) Mich.—The Commercial Mfg. Co., with headquarters at Detroit, is buying wheat at its recently acquired elvtr. here. The plant has been remodeled and a steam heating plant and up-to-date feed mill have been installed.

MINNESOTA

Kiester, Minn.—The erection of a co-operative elvtr. is under discussion.

Albert Lea, Minn.—J. R. Caldwell is the new mgr. of the elvtr. of Shane Bros. & Wilson.

Okabena, Minn.—An up-to-date double corn crib is being erected by the Farmers Elvtr. Co.

Gaylord, Minn.—The erection of an independent elvtr. is being promoted by the Commercial Club.

Currie, Minn.—A load of flax seed was stolen recently from the elvtr. of the Farmers Elvtr. Co.

Lemond sta. (Ellendale p. o.) Minn.—The Farmers Elvtr. Co. has been organized by T. M. Hanson and others.

Paynesville, Minn.—Ernest Hanson is my successor as agt. of the Cargill Elvtr. Co. here.—M. Bauer, agt. Osborne-McMillan Elvtr. Co., Watkins.

Le Seur, Minn.—Contract for a 15,000-bu. elvtr. has been let by the recently organized Farmers Elvtr. Co. It will be completed by the first of the year.

Slayton, Minn.—I have resigned my position with the St. John Grain Co. to accept one with the Trans-Mississippi Grain Co. at Mondamin, Ia.—D. R. Miller.

New Prague, Minn.—The New Prague Flouring Mills Co. has the work well under way on the new cleaning house for which it let contract a short time ago.

Winnabago, Minn.—Newton Stauffer is pres. and Will Bottomley, mgr. of the Farmers Elvtr. Co., which recently took over the elvtr. of Nachbar & Co.

Truman, Minn.—Loran A. Smith, pres. of the Truman Farmers Elvtr. Co. and formerly pres. of the Farmers Grain Dealers Ass'n of Minnesota, died Oct. 6.

Watkins, Minn.—Philip Warner is building a corn crib in connection with his elvtr. I am now buying grain for the Osborne-McMillan Elvtr. Co. here.—M. Bauer, formerly at Paynesville.

Belle Plaine, Minn.—Work is progressing on the 15,000-bu. elvtr. for which the Farmers Elvtr. Co. let contract to D. F. Hoag & Co. It will be finished by Jan. 1 at a cost of \$4,450.

Gaylord, Minn.—The 50,000-bu. elvtr. of the Pacific Elvtr. Co., which burned Oct. 31, contained several thousands bushels of wheat. The total loss was about \$60,000, most of which is covered by insurance.

Bloomington, Minn.—The L. G. Campbell Mfg. Co. writes that it has built 2 grain tanks, of 5,000 bus. capacity each, in connection with its elvtr. A boiler house is being erected and the capacity of the mill increased.

Duluth, Minn.—Suit for \$10,000 has been brot by the Northern Trust Co., of Fargo, N. D., against the Consolidated Grain Co., the trust company holding assignments of grain tickets issued by the North Dakota Grain Co., of Dazey and Walum, N. D., on which it seeks to recover. At the request of the North Dakota Railroad Commission the Consolidated Co. reimbursed farmers for part of the loss, the trust company paying the remainder, as it was on the North Dakota Grain Co.'s bond for \$10,000. Now the trust company alleges it is in the same position as the farmer and should be reimbursed by the buyer of the stored grain.

MINNEAPOLIS LETTER.

The Cargill Elvtr. Co. will build a 1,000,000-bu. elvtr. in the spring. It is rumored that James Stewart & Co. have the contract.

The Midland Elvtr. Co., of which F. T. Heffelfinger was pres. and C. F. Deaver, sec'y, has surrendered its charter and discontinued business.

Frank B. Tompkins, who has been chief grain inspector of the Board of Trade at Peoria, Ill., is now grain supervisor of the federal grain inspection dept. at this city.

The 2,250,000-bu. elvtr. for which the Washburn Crosby Co. let contract to James Stewart & Co., is now receiving wheat. It is the largest elvtr. in this city and was erected at a cost of \$750,000.

William V. Greeley, of the Greeley-Schmidt Elvtr. Co., Great Falls, Mont., has applied for membership in the Chamber of Commerce. The following requests for transfer have been posted. From H. F. Shepherdson to B. V. Loosemore; F. R. Pettit to Harry A. Murphy.

Forty inspectors in the grain inspection dept. of the state railroad and warehouse commission on Dec. 1 were licensed by the Dept. of Agriculture to grade shelled corn under the new Grain and Standards Act.

ST. PAUL LETTER.

The recently incorporated Federal Grain & Elvtr. Co. has completed plans for the erection of a 1,000,000-bu. elvtr., which will be built next year.

H. A. Nonweiler is now sec'y of the Capital City Mfg. & Grain Co., succeeding C. A. Serum, who resigned to become associated with C. C. Chambers & Co.

The Pioneer Grain Co., operating an elvtr. and cleaning house on the Soo, contemplates the erection of an addition, to cost \$200,000. Part of the addition will consist of a meal mill.

C. C. Chambers & Co. with offices in the Pioneer Bldg., will erect a 100,000-bu. elvtr. and cleaning house on the Soo. Work will commence the first of the year. C. A. Serum is now with the company.

MISSOURI

Higginsville, Mo.—The Eagle Mill & Warehouse Co. is building an addition to its warehouse.

Ulrich, Mo.—I now own the elvtr. formerly operated by the Farmers Elvtr. Co.—C. W. Caldwell.

St. Joseph, Mo.—Philip Brunswig, of the A. J. Brunswig Grain Co., has recovered from a successful operation for appendicitis.

Smithville, Mo.—Sid J. Williams bot the elvtr. and other property of the Patterson Mfg. Co. for \$11,250, at the recent trustee's sale.

Sikeston, Mo.—The Scott County Mfg. Co. has completed the 550,000-bu. elvtr., which has been under construction for some time.

Joplin, Mo.—The Hanna-Pate Grain Co. has let contract for a 10,000-bu. elvtr. to the White Star Co., to replace the one, which burned Nov. 1.

KANSAS CITY LETTER.

W. H. Bickel, traveling representative of the Kemper Grain Co., has recovered from his recent illness, and has resumed his duties.

E. L. Morris, who has been in charge of the grain standardization laboratory here, has been appointed federal grain supervisor at this point.

Asa D. Thomason has been admitted to membership in the Board of Trade on transfer from James L. Root, deceased.—E. D. Bigelow, sec'y.

Geo. W. Kelly, who has been traveling thru southern Nebraska and northern Kansas for the Turon Mill & Elvtr. Co., is now traveling representative for the Orthwein-Matchette Co.

Guy W. Hinsin, grain dealer and member of the Board of Trade, was married recently to Miss Madeline Sutphen. Members of the exchange will present them with a beautiful gift when they return from their wedding trip.

George A. Aylsworth has purchased the interests of 3 other members of the Aylsworth-Neal-Tomlin Grain Co. and is now the principal owner. No change will be made in the name of the company or the operation of it. The retiring members are Charles T. Neal, pres., Frank Kell, vice-pres., and John R. Tomlin, sec'y. The company does a domestic and export shipping business, chiefly in wheat, and also operates the 1,500,000-bu. Murray Elvtr.

ST. LOUIS LETTER.

Philip Rothrock has been appointed federal grain supervisor at this point.

A membership in the Merchants Exchange sold recently at \$265, with \$300 asked for more.

The firm of Barron & Wilson, grain samplers, will be reorganized, Mr. Barron having been appointed federal grain supervisor at Memphis, Tenn.

We have liquidated the Martin Mullally Commission Co. and have organized the Mullally Hay & Grain Co. with ample capital and the same efficient service.—Mullally Hay & Grain Co.

Charles C. Orthwein, of the Orthwein-Matchette Co., Francis McGuire, of the J. B. Taylor Grain Co., B. C. Moore, of the Moore-Seaver Grain Co., Kansas City, Thomas B. King, of the T. B. Hord Grain Co., Central City, Neb., and R. W. Fenwick, of the National Feed Co., who bot the membership of the estate of W. W. Caruthers, have applied for membership in the Merchants Exchange.

MONTANA

Judith Gap, Mont.—John Matson is now mgr. of the Farmers Elvtr. Co.

Shelby, Mont.—The recently organized Farmers Equity Ass'n will build an elvtr.

Enid, Mont.—Work is progressing on the 20,000-bu. elvtr. for which the International Elvtr. Co. let contract to T. E. Ibberson.

Valier, Mont.—J. A. Osborne has been employed as mgr. of the recently completed 40,000-bu. elvtr. of the Equity Elvtr. Co.

Boyd, Mont.—The Occident Elvtr. Co. has completed its 40,000-bu. elvtr. on the Northern Pacific, and placed R. S. Perry in charge.

Hinsdale, Mont.—The Equity Co-operative Ass'n is building a 40,000-bu. elvtr. and has purchased coal sheds to be conducted in connection.

Nohle sta. (Mondak p. o.), Mont.—We built a 30,000-bu. elvtr. this fall, which we opened for business Oct. 7.—M. J. Johnson, mgr. Farmers Elvtr. Co.

Enid, Mont.—D. Cook and C. R. Oliver are buying grain for the Occident Elvtr. Co., using 2 track loaders until the 40,000-bu. elvtr., under construction, is completed.

Lewistown, Mont.—P. F. Brown, formerly mgr. of the local office of the Quinn-Shepherdson Co., and in the employ of that company for the past 5 years, has organized a grain commission company, under the name of the P. F. Brown Co., with headquarters here, and will transact a wholesale grain merchandizing business.

Ekalaka, Mont.—The 33,000-bu. elvtr. of the Ekalaka Mlg. Co. burned Oct. 27. It was erected in the fall of 1915 at an approximate cost of \$12,000. Insurance, \$7,000. The cause of the fire is unknown. The milling foundations were not injured, but the engine house and supply sheds were totally destroyed. No insurance was carried on this. The company expects to rebuild the mill but not the elvtr.—W. H. Peck, pres.

NEBRASKA

Sargent, Neb.—J. H. Currie has installed a new engine in his elvtr.

Leshara, Neb.—The Railsback Grain Co. is installing a scale in its elvtr.

Winside, Neb.—Russell Williams is no longer mgr. of the Farmers Union Elvtr. Co.

Union, Neb.—I will resign Jan. 1, 1917, as mgr. of the Farmers Elvtr. Co.—Mont Robb.

Plattsmouth, Neb.—An unused elvtr., owned by the Duff Grain Co., burned Dec. 2.

Trumbull, Neb.—The Farmers Union Ass'n has been incorporated with a capital stock of \$10,000.

Alvo, Neb.—We have repainted and reshingled our elvtr. and office.—J. W. Davis, mgr. Alvo Grain Co.

McCandless Junction (Nemaha p. o.), Neb.—P. S. Heacock & Co. have completed their new elvtr. here.

Surprise, Neb.—Howard Shrader has succeeded Clarence Patton at the elvtr. of the Nye Schneider Fowler Co.

Harvard, Neb.—L. J. Hohnstein has succeeded Thomas A. Seifken, who resigned as mgr. of the Farmers Union.

Buda, Neb.—The elvtr. of the Farmers Grain Co. is being improved and additions and sheds are being erected.

Shelby, Neb.—The Shelby Grain Co. has installed an electric motor in its elvtr. to replace its old gasoline engine.

Crofton, Neb.—The John F. Westrand Grain Co. will build a warehouse for the storage of oats, east of its elvtr.

Osceola, Neb.—The Farmers Elvtr. Co. contemplates rebuilding its elvtr., which was partly destroyed by fire Oct. 30.

Arlington, Neb.—The R. E. Roberts Elvtr. Co. has been dissolved. The company discontinued business some time ago.

Pleasant Dale, Neb.—Peter J. Hohnstein, agt. of the Nebraska-Iowa Grain Co., was married Nov. 30 to Miss Alice Pauley of Harvey.

Lawrence, Neb.—Mr. Lawrence, of Washington, Kan., is the new agt. of the Duff Grain Co., succeeding B. A. Buescher, resigned.

Williams, Neb.—The Wright-Leet Grain Co. purchased the elvtr. at this station some time ago. Chas. Lugenbiel has been retained as agt.

Wareham, Neb.—W. A. Philpott, formerly agt. of the McCaull-Webster Elvtr. Co. at Osmond, is now in charge of the company's elvtr. here.

Lisico, Neb.—We have completed our 10,000-bu. elvtr., on the Union Pacific, and will employ a mgr. to operate it next year.—Farmers Elvtr. Co.

North Platte, Neb.—The Harrington-Plumer Mercantile Co., of Denver, Colo., has established a branch office here in charge of Paul Harrington.

Ruby sta. (Milford p. o.), Neb.—The new elvtr. of the Farmers Elvtr. Co. has been completed and placed in operation. G. H. Birchard had the contract.

Crete, Neb.—The large elvtr. owned by the Crete Mills was entered Nov. 28 and a considerable quantity of grain stolen. A number of sacks of corn were taken.

Jansen, Neb.—The concrete work is finished on the main building of the elvtr. under construction for the Equity Elvtr. Co. and work is progressing on the frame work.

Avoca, Neb.—Improvements are being made at the elvtr. of the Farmers Elvtr. Co. including a 3-ft. concrete gutter around the building to prevent the water from getting in.

Walthill, Neb.—Albert Meyers, of Wagner, S. D., is now mgr. of the elvtr. of J. J. Mullaney, succeeding C. J. Mullaney, who has gone to Beresford, S. D., to take charge of an elvtr.

Gresham, Neb.—The Gresham Grain Co. will build a concrete elvtr., with a capacity of from 30,000 to 40,000 bus. Work will begin as soon as possible. S. P. Johnson is mgr. of the company.

Auburn, Neb.—The Farmers Union has bot the elvtr. of J. C. Bousfield and Mr. Bousfield has purchased the elvtr. and stock business of E. Rhodes and will take possession as soon as possible.

Nebraska City, Neb.—The Farmers Elvtr. Co. is building an addition to its elvtr. An extension will be built over the driveway and the storage capacity will be increased from 7,500 bus. to 20,000 bus.

Fremont, Neb.—The estate of the late Charles A. Smith, valued at \$276,000, of which \$233,000 represents stock investments in the Nye Schneider Fowler Co., is bequeathed to 22 nephews and nieces.

Spencer, Neb.—Leonard Hamel, who has had charge of the elvtr. of the Nye Schneider Fowler Co. at Plainview, has been transferred to this station to take charge of the company's interests here.

Hastings, Neb.—The E. Stockham Grain Co. was given a judgment of \$93.50 on Dec. 1 against Robert Mischke, who lives 6 miles northeast of this place, for the alleged failure to deliver wheat on a future contract. The judgment was for the full amount sued and the costs in the case were assessed the defendant.

Petersburg, Neb.—Wm. Thomas, an employe of the Crowell Lumber & Grain Co., finished loading a car of wheat Nov. 28 and in trying to force the door closed it came loose and fell, striking him between the shoulders. He was not seriously injured.

Hastings, Neb.—The E. Stockham Grain Co. has bot suit against O. P. Eller to recover for \$336, which it claims it lost because of Eller's refusal to deliver 600 bus. of wheat purchased by the grain company at its elvtr. at Brickton sta. (Hastings p. o.), Aug. 8.

Douglas, Neb.—Work is progressing on the addition to the elvtr. of the Farmers Elvtr. Co. An extension will be built over the driveway and building will be altered to increase the capacity from 7,500 bus. to 20,000 bus. The R. M. Van Ness Construction Co. has the contract.

Bertrand, Neb.—G. W. Tomes, a carpenter employed on the 25,000-bu. cribbed elvtr., being erected for the Farmers Equity Exchange, fell a distance of 50 ft. to the cement pit at the bottom, and was so badly injured that he died in less than 30 minutes. Just how the accident happened is not known.

Plainview, Neb.—Herman Hamel, of Creston, has been transferred to this place to take charge of the elvtr. of the Nye Schneider Fowler Co. Mr. Sink has succeeded F. A. Paine as mgr. of the elvtr. of the Walrath & Sherwood Lumber Co., and Mr. Paine has been transferred to Brunswick to look after the company's interests there.—Leonard Hamel, agt. Nye Schneider Fowler Co., Spencer.

Shea sta. (Diller p. o.), Neb.—The Marshall Hall Grain Co., of Kansas City, Mo., has bot suit against the Shea Equity Co. for \$836 damages. The grain company claims to have purchased 2,200 bus. of wheat from the equity company, for \$1.06; but that the wheat was not delivered and if it had been it could have been sold by the grain company for \$1.44 per bu. It asks for a judgment for the difference in the price.

OMAHA LETTER.

Richard Brown, formerly with Ware & Leland, of Chicago, Ill., is now traveling solicitor for Merriam & Millard.

The Farmers Terminal Elvtr. Co. has filed articles of incorporation; capital stock, \$300,000; incorporators, William J. Hynes, pres., A. V. Kinsler, vice-pres. and treas., Fred Parrott, sec'y, and W. P. Archibald. The company will do a general terminal elvtr. business.

NEW ENGLAND

Danbury, Conn.—Wm. B. Benjamin, grain dealer, has been critically ill.

North Andover, Mass.—The Marbleridge Grain Co. has succeeded the Berry-Putnam Grain Co.

Taunton, Mass.—The Stanley Wood & Grain Co. is making improvements in its plant.

Fall River, Mass.—The firm of William J. Meek, incorporated to handle grain, hay and feed; capital stock, \$25,000; incorporators, William E. Dewir, Jr., pres., George W. Hargraves, treas., and R. B. Meek.

NEW YORK

Troy, N. Y.—The Boutwell Mlg. & Grain Co. has elected Hugh Galbraith, formerly sec'y, treas. and general mgr., to succeed the late Frederick E. Draper as pres.

BUFFALO LETTER.

The John Kam Malting Co. has increased its capital stock from \$200,000 to \$285,000.

Mr. O'Loughlin is in charge of the new federal grain inspection dept. recently established in the Chamber of Commerce Bldg.

The directors of the Grain Dealers National Ass'n have selected Sept. 24, 25 and 26, 1917, as the dates for the next annual convention, which is to be held at this city.

Grain and machinery at the new 15-story concrete building of the Clover Leaf Mfg. Co. were damaged by fire Dec. 1 to the extent of \$10,000. The plant was only completed about 8 months ago.

NEW YORK LETTER.

William Henry Oates, 70 years of age, a grain broker and member of the Produce Exchange for almost 30 years, died suddenly of heart disease on Nov. 30.

R. W. McKinnon, of Thomson & McKinnon, Chicago, Ill., Otto E. Auerbach, Chas. A. Barber, of the Grain Growers Exporting Co., and W. van Waveren, of the W. van Waveren Grainhandel Co., of this city, have applied for membership in the Produce Exchange.

Geo. H. K. White, for 25 years chief grain inspector of the Produce Exchange, has been licensed to inspect grain under the Grain Standards Act. Licenses have also been awarded to his 15 deputies, including Alfred G. Slingerland, who has been in the service 37 years, and Arthur Boyce, who has been an inspector for 40 years.

NORTH DAKOTA

Milnor, N. D.—The elvtr. of the Thorpe Elvtr. Co. burned recently.

Kintyre, N. D.—The Farmers Elvtr. Co. has filed notice of dissolution.

Dickey, N. D.—Hub Garvert, formerly agt. of the Powers Elvtr. Co., has removed to Killdeer.—P. M.

La Moure, N. D.—The Farmers Elvtr. Co. is building a 32x14 ft. warehouse for flour, in connection with its elvtr.

Robinson, N. D.—F. R. Lynch, formerly mgr. of the Farmers Elvtr. Co., has removed to Grand Forks.—P. M.

Lankin, N. D.—The Farmers Elvtr. Co. is building an addition to its elvtr. and will install a feed grinding mill.

Buchanan, N. D.—John Figor has succeeded me with the Buchanan Elvtr. Co.—S. F. Northrup, Underwood, Minn.

Leith, N. D.—The Equity Exchange Co. has erected 20x80 ft. coal sheds in connection with its elvtr., of which Jas. Roth is mgr.

Sentinel Butte, N. D.—The Farmers Elvtr. Co. has completed scales and yards for the handling of live stock in connection with its elvtr.

Max, N. D.—I am now agt. of the Minn. Elvtr. Co. here, having been transferred from the company's elvtr. at Kensal, which is now closed.—G. E. Yonker.

Hensler, N. D.—The Standard Grain Co. is having its elvtr. repaired and re-sided. D. F. Hoag & Co. are doing the work.—J. C. Morrison, agt. Hensler Elvtr. Co.

Balfour, N. D.—The office building adjoining the elvtr. of the Farmers Elvtr. Co. caught fire from an overheated stove. The blaze was extinguished with slight damage.

Lallie sta. (Oberon p. o.), N. D.—I will be out of the grain business Jan. 1 until there is another crop in sight.—J. D. Faxon, mgr. Benson County Land & Investment Co.

Grenora sta. (Howard p. o.), N. D.—The recently incorporated Grenora Farmers Elvtr. Co. will build a 50,000-bu. elvtr. in the spring. J. S. Sorenson is sec'y of the company.

Beulah, N. D.—Farmers are organizing a co-operative company and will probably take over in the near future the elvtr. of the present Farmers Elvtr. Co., which is a privately owned company.

Wabeck sta. (no p. o.), N. D.—The recently organized Farmers Elvtr. Co. incorporated to build and operate an elvtr.; capital stock, \$15,000; incorporators, J. A. Andes, Theo. Paukert, of Parshall, and others.

Underwood, N. D.—My office burned and the elvtr. was considerably damaged by fire at 5:20 a. m., the cause of which is unknown. It will be repaired the same as it was before the fire.—C. E. Hedlund, prop. Independent Elvtr.

Zahl, N. D.—The Occident Elvtr. Co. will build a 35,000-bu. elvtr. and mill.

Omersee, N. D.—We have built an addition to our old elvtr. and now have a capacity of 45,000 bus. The structure is up-to-date in every respect. G. K. Temanson is mgr. of our company.—Farmers Elvtr. Co.

Lidgerwood, N. D.—The Equity Elvtr. Co. has purchased the Lidgerwood Mill & Electric Light Plant for \$75,000. It will take possession Feb. 1, 1917, and W. R. Movius, who has been in the grain business here for 26 years, will retire.

Dover, N. D.—R. C. Tenney, formerly with the Monarch Elvtr. Co. at Oriska, has succeeded I. B. Stout as mgr. of the Farmers Elvtr. Co. here. I am still nursing the burns I received Oct. 13 when my brother's elvtr. burned.—C. S. Cousins.

Underwood, N. D.—Jacob Mathaler, who, under the name of Anton Bolt, passed a worthless check Oct. 12 for \$1,100 upon an elvtr. owner of this place, was arrested in St. Paul, Minn., Nov. 27. Mathaler is also wanted in Russia, from which country he escaped.

Wabeck sta. (no p. o.), N. D.—The Independent Elvtr. Co., of Ryder, and the Woodworth Elvtr. Co., of Minneapolis, Minn., are erecting elvtrs. here. The Farmers Elvtr. Co. will be organized to build a 3d elvtr. at this station, which is 9 miles east of Parshall.

Parshall, N. D.—W. F. Blum, prop. of the Independent Elvtr., and the Minn. Elvtr. Co., intend to make improvements by replacing their dump scale with a full dump. Since our fire of July 14 we have built an elvtr., warehouse and coal sheds.—Farmers Co-operative Elvtr. Co.

Stanton, N. D.—The newly organized Farmers Elvtr. Co. commenced to do business Dec. 5, using the old Lahart Elvtr., which it has leased for the present. A 50,000-bu. up-to-date elvtr. will probably be erected next summer. Edward Walbaum is pres. and Herman N. Fahlsing, sec'y, of the company.

Dickinson, N. D.—The Farmers Co-operative Union Elvtr. Co. had a fire Nov. 28 in its post dipping plant, causing a loss of about 3,000 posts and several barrels of tar. A strong wind from the northwest kept the fire from spreading to the elvtr. and coal sheds.—B. E. Beltz, representing McCaull-Dinsmore Co. Such work could be done farther from the elvtr. with safety.

Bismarck, N. D.—An adequate investigation of the terminal elvtr. proposition will undoubtedly not be made by the present railroad commission. Such an investigation is required by the amendment adopted at the recent election repealing the elvtr. mill tax, and an appropriation of \$2,000 is provided for the purpose. The railroad commission, however, has its hands more than full with hearings set for December, and its report, if it makes one, must be perfunctory and of little value.

Bismarck, N. D.—During the first year of the present biennial period, the state railroad commission licensed 1,969 grain elvtrs. and received in fees from this source, \$22,230.10. Of the total number, 446 were farmers' elvtrs. At the close of the first fiscal year of the present period, 975 line company elvtrs. were operated in North Dakota and there were 543 independent elvtrs. The commission in its annual report again calls the attention of the legislature to the need of closer supervision of domestic grain companies. There is no way, the commission states, to prevent the overissue of storage tickets beyond the amount of the bond. In every case of failure of a grain warehouse during the last 2 years it was attributed to the overissue of storage tickets and the shipping and selling of the stored grain without properly protecting such sales. By prompt and energetic action, the board states, \$49,000 of such losses have been collected from the bond companies and other sources without cost to the farmers or to the sureties, for court or other proceedings. The commission reports that it has prohibited the practice of issuing storage tickets as collateral for loans.

OHIO

Chillicothe, O.—Mr. Weidinger will engage in the grain business here in the near future.

Savannah, O.—The Savannah Elvtr. Co. has been dissolved.

Bellefontaine, O.—Joseph Colton, vice-pres. of the Colton Bros. Co., died Dec. 3.

Urbana, O.—The Furnas-Brown Grain Co. has moved its office to a new location.

Bigprairie, O.—The Equitable Mfg. & Elvtr. Co. has been incorporated, with a capital stock of \$25,000.

Sidney, O.—J. E. Wells, pres. of J. E. Wells & Co., grain dealers, was married recently to Miss Gertrude Bushway.

Toledo, O.—K. B. Seeds has been appointed supervisor of the federal grain inspection dept. of this district.

Carey, O.—Carey Mill & Elvtr. Co. incorporated; capital stock, \$40,000; incorporators, H. F. Graves, J. D. Ewing, and others.

Santa Fe, O.—About 10 bus. of clover seed, worth \$11 a bu., and a quantity of flour was stolen from the elvtr. of A. G. Boogher on Nov. 22.

Piqua, O.—The Piqua Mfg. Co. has purchased the elvtrs. and other property of the Spencer-Furrow Co. at this point and Farlington sta. (Piqua p. o.).

Yellow Springs, O.—The office of the National Feed Mill Co., operating a 20,000-bu. elvtr., was entered recently and \$365 in currency and checks taken.

Mansfield, O.—Jacob Wallace will continue to manage the business of the Mansfield Hay & Grain Co., which was taken over Dec. 1 by R. W. James, of Bradford, Ill.

Gutman sta. (St. John p. o.), O.—The elvtr. of the Muchinippi Grain Co. was entered Nov. 22 and 10 bus. of clover seed, valued at \$110, was stolen, together with a quantity of flour.

CINCINNATI LETTER.

Edward F. Dennis, who has been hay inspector of the Chamber of Commerce, on Dec. 1 became identified with the Fergus Grain Co.

C. S. Maguire was chosen pres. and D. J. Schuh, sec'y, of the newly organized traffic dept. of the Grain & Hay Exchange of the Chamber of Commerce.

G. F. Munson has been appointed federal grain inspector at this point and will have charge of the inspection of shelled corn at the Grain & Hay Exchange of the Chamber of Commerce.

The mill hands and sackers of the various grain elvtrs., who formed a union and went on a strike a month ago have applied for their old positions. Many have been reinstated by their employers under the conditions, which existed before the walk-out.

OKLAHOMA

Greenfield, Okla.—The Geary Mill & Elvtr. Co. has built a corn crib at its elvtr.

Hobart, Okla.—C. G. Long, pres. of the Hobart Mill & Elvtr. Co., is ill with typhoid fever.

Hydro, Okla.—W. I. Cole, of Enid, became mgr. of the Farmers Elvtr. Co. on Dec. 1.

Hollis, Okla.—E. N. Dial has bot the interest of Marvin Smith in the Tyler-Smith Grain Co.

Rush Springs, Okla.—J. E. Shields, who operates an elvtr. at Marlow, has established a grain station here.

Newkirk, Okla.—The Newkirk Produce, Feed & Seed Co. has engaged in business with J. M. Hoefler as pres. and Lawrence Hoefler, sec'y.

Jefferson, Okla.—A. J. Batchelor has been retained in charge of the elvtr., which the Enid Mfg. Co. took over from the Enid Mill & Elvtr. Co.

Thomas, Okla.—The Thomas Mfg. Co., which lost its elvtr. and mill by fire Oct. 16, will build a 15,000-bu. elvtr. but will not rebuild its mill.

Tulsa, Okla.—I succeeded the late E. R. Coker as mgr. and Geo. E. Randall succeeded F. W. Doeblner as head miller for the Rea & Read Mill & Elevtr. Co.—F. Foresman.

Watonga, Okla.—C. Y. Semple has just completed a dust house. He has also repaired all the machinery in the elevtrs. D. H. Gerhardt is mill foreman at his elevtr. now.—J. F. Coursey.

Thomas, Okla.—The 13,000-bu. elevtr., for which the Farmers Elevtr. Co. let contract to the White Star Co., is about ready for the machinery. It will be fully equipped for the handling of corn.

Madill, Okla.—The elevtr. and engine house of the Marsh Mlg. & Grain Co. burned Nov. 26, together with 3,000 bus. of corn and oats. The plant was operated by the Bobbitt Mlg. Co. Total estimated loss, \$10,000.

Rosston, Okla.—We bot the elevtr. of A. M. Brant & Son, which has a capacity of about 10,000 bus., and will not build as we intended at the time our company was incorporated. F. M. Hickman is pres. and C. M. Wray, mgr., of our company.—Farmers Elevtr. Co.

Enid, Okla.—The recently incorporated Enid Mlg. Co., which took over the line of 13 elevtrs. and mill of the Enid Mill & Elevtr. Co., contemplates the erection of concrete grain storage tanks at the mill here, which will be thoroly remodeled. George Pittman has been retained as elevtr. man and Roy Hackler as grain man in the office. H. Dittmer is general mgr., John Landres, mgr., and J. E. McCristy, vice-pres. of the new company.

Oklahoma City, Okla.—The Conyers Grain Co. has been organized and incorporated; capital stock, \$5,000; incorporators, R. H. Conyers, pres. and mgr., H. W. Conyers, of Foraker, vice-pres., and S. M. Conyers, sec'y-treas. The company is now doing a grain and commission business at 506 Grain Exchange. I have resigned my position with the J. Rosenbaum Grain Co. to become mgr. of this company.—R. H. Conyers.

Afton, Okla.—The Lipscomb Grain & Seed Co., of Springfield, has a 15,000-bu. up-to-date elevtr., 10-car warehouse and cob house practically completed. The elevtr. is equipped with 7 grain bins, 20-h. p. General Electric Motor, Sidney Sheller and Boot combined, manlift, Sidney Cleaner for corn, cobs and small grain, 11 duct ball bearing White Star Distributor, steel spouting, drag feeder from car sink and wagon dump, Eureka Oat Clipper, complete with shoe, and a type registering 1,500-bu. Richardson Automatic Scale. The White Star Co. has the contract.—O. Hanshaw, agt.

Mounds, Okla.—W. B. Fitzpatrick, who was a prominent grain dealer and prop. of an elevtr. here, has been captured and is held in jail at Portales, N. M., awaiting the arrival of officers to bring him back. Nearly a year ago he is alleged to have obtained \$1,400 under false pretenses from the grain firm of Wilcox & Son, of Tulsa. He represented to Wilcox & Son that he had shipped them nearly 1,500 bus. of wheat and sent a false B/L as proof. Remittance was made promptly to Fitzpatrick, but the grain never arrived. A warrant was issued for him last January but he had abandoned his family and disposed of most of his property.

OREGON

Portland, Ore.—Eight new wheat bins will be constructed and a sprinkling plant and water tower installed at the Crown Mills, owned by Balfour, Guthrie & Co.

Corvallis, Ore.—The First Annual Northwest Grain Convention will be held at the Oregon Agricultural College Jan. 3 to 5. Bulk handling of grain and the discard of the sack system will be fully discussed. The problems of production will be discussed by specialists from the U. S. Dept. of Agriculture, by successful growers and by members of the faculty of the college. The chief item on the program for the 2d day will be the handling of bulk grain.

Pres. Kerr will give a survey of the movement. Grain grades and standardization will be discussed from the standpoint of the U. S. Buro of Grain Standardization, and from that of the exporter by authorities on the subject.

Portland, Ore.—The federal grain supervision office has been established in the Worcester Bldg.

Ione, Ore.—We will build an elevtr. before next harvest. This fall we will receive 75,000 sacks of grain but the day of sacks is over and 3 elevtrs. will be built next year, on the Heppner branch of the O. W. R. & N. Co. C. R. Johnson is pres., J. Knappenberg, sec'y-treas., and W. T. McNaff, general mgr. of our company.—Wilson Siding Grain & Elevtr. Co.

PENNSYLVANIA

Bangor, Pa.—E. M. Kaegel is now mgr. of the wheat and rye plant of the Flory Mlg. Co.

Reading, Pa.—F. S. Wertz & Sons incorporated to handle grain, flour and feed; incorporators, F. S. Wertz, Paul B. Wertz, and others.

Bird-In-Hand, Pa.—Henry Ressler is building an addition for the storage of grain and feed, to his plant at this place.—J. R. Ressler, Mascot.

Pittsburgh, Pa.—J. H. Cox, of Ohio, has been appointed grain supervisor at the federal grain inspection offices, which were opened Dec. 1 in the Wabash Bldg. Grain inspector's licenses were issued to Charles Culp and Howard H. Hapwood, both with the Grain & Hay Exchange.

PHILADELPHIA LETTER.

Marshall A. Ford has applied for membership in the Commercial Exchange.

L. R. McFadden, grain and feed dealer, and member of the Commercial Exchange since 1903, died Nov. 24, at Haddonfield, N. J.

Norwood P. Holland, member of the Commercial Exchange, is now associated with the grain and hay firm of E. L. Rogers & Co.

SOUTH DAKOTA

Vienna, S. D.—Ed Bruha, agt. of the Northwestern Elevtr. Co., died at Watertown, aged 27 years.

Brookings, S. D.—Earl Ward has accepted a position as grain buyer at the elevtr. of Geo. P. Sexauer & Son.

Firesteel, S. D.—We have purchased the elevtr. formerly owned by the Plymouth Lumber Co.—J. B. Behrends, mgr. Farmers & Merchants Mill Co.

Isabel, S. D.—The Farmers Elevtr. Co. contemplates building an elevtr. here in the spring.—J. B. Behrends, mgr. Farmers & Merchants Mill Co., Firesteel.

Letcher, S. D.—The Farmers Elevtr. Co. has remodeled and repaired its elevtr., installing a 2-pair high feed mill. The Younglove Construction Co. did the work.

Sioux Falls, S. D.—The program for the annual convention of the Farmers Cooperative Ass'n, to be held in this city Dec. 12 to 14, is given elsewhere in this number of the Journal.

Salem, S. D.—I am now operating the 25,000-bu. elevtr., which I purchased from the Dakota Grain & Coal Co. An ice house is being added to the business and I will handle ice and coal in connection.—Peter Dampman.

Morristown, S. D.—The Morristown Equity Exchange has remodeled and repaired its elevtr., installing new transmission and spouting. A feed warehouse has been erected and 2 pair high feed mill installed. The Younglove Construction Co. did the work.

Salem, S. D.—E. H. Tyler wrenched his back severely Nov. 27 by jumping from a load of grain to the plank driveway at the recently acquired elevtr. of Peter Dampman. A passing train frightened his horses and they backed up, the grain and the team going thru the railing and over the driveway.

Save Time Labor and Costly Mistakes

The old-fashioned paper and pencil method, use of cumbersome and out-of-date grain tables in computing the cost of different quantities of grain or in reducing pounds to bushels is being rapidly replaced by

CLARK'S DECIMAL GRAIN VALUES

The tables show the cost of any quantity of grain at any possible market price, and the reduction of pounds to bushels all on the same page.

Values are shown directly from the pounds without reducing to bushels.

Quantities are shown in red figures, values in black, and price given at the top and bottom of each page.

Three minutes explanatory use, means a continuous service.

Will stand the wear and tear.

Time saved in a month pays initial expense.

Table contains oat values, 32 lbs., 10 to 79 cents per bushel; corn, rye and flaxseed values, 56 lbs., 10 cents to \$1.09 per bushel; wheat, clover, peas and potato values, 60 lbs., 30 cents to \$1.59 per bushel; and barley and buckwheat values, 48 lbs., 20 cents to \$1.49 per bushel.

FINEST THING IN THE WORLD FOR

Checking accounts or reports.

Monthly inventory.

Station report checking.

Daily grain computations.

At any time where speed and accuracy are desired.

Before "the rush" comes—now's the time to order yours. Send \$5 for table bound in art canvas, printed on 80-lb. book paper, or \$6 for one printed on heavy linen ledger paper, bound in cloth, half leather.

Grain Dealers Journal

315 South La Salle Street,
CHICAGO, ILL.

Orient, S. D.—The report that the Farmers Elevtr. Co. built an elvtr. here is incorrect. The Ree Valley Farmers Ass'n bot the elvtr. of Potter, Garrick & Potter and started in business July 25.—Richard Eiseley, mgr.

SOUTHEAST

Huntsville, Ala.—Harry B. Lyle, of Lyle & Lyle, died Nov. 30.

Decatur, Miss.—The Decatur Feed & Grain Co. has secured a site and will build a large plant here.

Dublin, Ga.—I contemplate the erection of a mill for grinding velvet bean meal and corn meal.—Alex. D. Blackshear.

Dothan, Ala.—Our 20,000-bu. elvtr., now under construction, is a wooden house, covered with corrugated iron. Oil power will be used.—Brandon Grain Co., Marianna, Fla.

Live Oak, Fla.—Suwanee County should have a grain elvtr. but it does not seem possible to arouse sufficient interest to get it constructed and operated.—O. W. Caswell, county agt.

Norfolk, Va.—Neither of our main buildings burned in the recent fire, which destroyed an old structure used for storing hay and straw. Loss about \$2,500; covered by insurance.—J. M. Gwaltney & Co.

Macon, Ga.—The National Mlg. Co., owned by N. M. and Alec Block, will build a 75,000-bu. corn elvtr. and mill to grind corn into cattle feed. The machinery has been purchased for the plant, which will cost \$50,000.

Columbus, Ga.—The grain brokerage firm of Dexter & Norman on Nov. 1 was changed to Dexter, Norman & Hamburger. The firm is composed of P. B. Dexter, who has been connected with the firm for 17 years, F. A. Norman, for 5 years with the firm, and Geo. S. Hamburger, the new member.

TENNESSEE

Memphis, Tenn.—Charles B. Barron, of St. Louis, Mo., has been appointed supervisor under the Grain Standards Act, of this district.

Nashville, Tenn.—C. L. Luedtke will act as grain supervisor of the federal grain inspection dept. of this district, which is located in the Independent Life Bldg.

TEXAS

Friona, Tex.—The Santa Fe Grain Co. is building a warehouse near its elvtr.

White Deer, Tex.—The Liske Grain Co. has erected an elvtr. The White Star Co. had the contract.

Sherman, Tex.—The G. B. R. Smith Mlg. Co. will erect a plant at a cost of approximately \$125,000.

Grand Prairie, Tex.—The office of the Grand Prairie Grain Co. was entered Nov. 21 and \$120 in currency stolen.

San Antonio, Tex.—The Van A. Webster Hay & Grain Co. sustained a loss of \$4,500 when its warehouse burned recently.

Plainview, Tex.—A 25,000-bu. annex is being erected to the elvtr. of the Harvest Queen Mills Co., and a corn sheller is being installed.

The membership in the Texas Grain Dealers Ass'n of the Crouch Grain Co. has been transferred to the Golden Rod Mlg. Co., Ft. Worth.

Bonham, Tex.—Gus P. Steger, pioneer grain dealer and miller, died Dec. 2. He was a member of the Steger Mlg. Co. at the time of his death.

Ft. Worth, Tex.—The federal grain inspection office was opened Dec. 1 in the First National Bank Bldg., with C. L. Finch, of Washington, as grain supervisor temporarily.

Pampa, Tex.—The Walberg-Dautel Grain Co. has succeeded the Walberg-Johnson Grain Co. and the firm is now composed of Nels Walberg and Harv Dautel, Mr. Dautel having bot the interest of Fred W. Johnson.

Belton, Tex.—The Belton Mill & Grain Co. will install a 50-bbl. mill in connection with its elvtr.

Lorenzo, Tex.—The Townsend Grain Co., of Happy, has completed the foundation and started work on the superstructure of the iron clad studded elvtr. for which it let contract to the White Star Co. It will be fully equipped with up-to-date machinery for handling wheat.

Ralls, Tex.—The foundation has been completed and work has been started on the superstructure of an elvtr. for which the Townsend Grain Co., of Happy, let contract to the White Star Co. It will be an iron clad studded structure, fully equipped with up-to-date machinery for the handling of wheat.

Ft. Worth, Tex.—Every member of the Texas Grain Dealers Ass'n should be loyal and stand together on this Shreveport rate proposition. It is a terrible thing to have the authority and power of control and regulation of the railroads and the rate-making power taken away from our Railroad Commission and placed at Washington, so far from us. Let us have your contribution now.—H. B. Dorsey, sec'y.

WASHINGTON

Davenport, Wash.—The Big Bend Mlg. Co. is building an addition to its grain office.

Chesaw, Wash.—The Chesaw Grain Co. has placed its new elvtr. in operation, with Mr. Pittman, of Meyers Falls, as mgr.

Seattle, Wash.—The Fisher Mlg. Co. is erecting additional storage elvtrs. and increasing the capacity of its mills to 5,000 bbls. The work will not be finished until next summer.

Tacoma, Wash.—State Inspector Jarboe has inspected 1,547,335 tons of grain during the last 2 years, according to his report filed with the public service commission Nov. 27. The report shows that 474,249 tons of grain were inspected in Tacoma during the biennium just ended. September, 1915, was the biggest month, when 47,453 tons of grain were inspected. Mr. Jarboe recommends that several changes be made in the inspection code. The most prominent are that the inspection of hay and grain be put under supervision of the railway track scale inspectors; that the legislature provide for the weighing of hay and grain and the issuing of a certificate of weight at the point of shipment, and that a schedule of fees for inspection be fixed.

WISCONSIN

Appleton, Wis.—The Marshall-Hammell Co., which recently sold its elvtr. here, has filed notice of dissolution.

Cuba, Wis.—No elvtr. is located here. The only grain shipped out is a few cars of barley each season by John Johns.—X.

Wilton, Wis.—Edward Wilkinson has bot the elvtr., which Henry Schell operated for the past 12 years. The purchase price was \$3,000.

Norwalk, Wis.—The Norwalk Farmers Elevtr. & Mercantile Co. bot and took possession Dec. 1 of the elvtr. of Vieth & Zimmerman.

Superior, Wis.—Spencer, Kellogg & Sons, of Buffalo, N. Y., have bot the property of the American Mlg. Co., on the Hughtitt slip. The new owners some time ago purchased the linseed oil mill connected with this property and now plans to convert the remainder of the plant into an oil mill.

Green Bay, Wis.—Work has been started on the 165,000-bu. reinforced elvtr., which will be operated by the Cargill Grain Co. when completed. The Burrell Engineering & Construction Co. has the contract for the building, which will be completed by July 1, 1917. It will be a gravity elvtr. and grain once elevated will not require re-handling. A double hopper system will be installed and the new elvtr. will unload as high as 16,000 bus. of grain an hour.

Double tracks will be laid, one on each side of the elvtr., and grain can be unloaded or loaded on the 2 sides.

Baraboo, Wis.—The Johnston Fuel & Warehouse Co. is building an elvtr. The bins, now under construction, are of heavy 2x6 timbers, spiked one on top of the other and lapped at the corners.

MILWAUKEE LETTER.

H. L. Besley is now located here as grain supervisor of the federal grain inspection dept. of this district.

The Taylor & Bournique Co. will install a private wire on the floor of the Exchange Room of the Chamber of Commerce.

Bert T. Dow, of the Davenport Elevtr. Co., Davenport, Ia., has been admitted to membership in the Chamber of Commerce.

The Milwaukee-Western Malt Co. will rebuild its 500,000-bu. elvtr., which was badly damaged by fire Oct. 15, with a loss of \$190,000.

The rate of interest for the month of December has been fixed by the finance com'te of the Chamber of Commerce at 6% per annum.

Lawrence D. Donahue, son of P. P. Donahue, of the Donahue-Stratton Co., and floor man for the company, was married Nov. 8 to Miss Aline Kallmeyer.

The building com'te of the Chamber of Commerce has been increased to 7 members, and it has been given authority to inquire as to available sites and to have tentative plans for the new building drawn and formulate the financial program to be carried out.

The grain inspectors employed by the Chamber of Commerce have received their credentials from the U. S. Dept. of Agriculture, and are now licensed inspectors for the inspection and grading of shelled corn. Corn, meanwhile, is being graded in accordance with government standards, the rules of the Milwaukee Chamber of Commerce having been amended by vote of the membership on Nov. 29, to conform to the official standards.

I have bot the Berger-Crittenden Elevtr. and will take possession Feb. 1 and will continue operating it, handling principally barley, oats, rye and wheat. The necessary machinery for this purpose has been ordered. I also intend to make some additions during next summer. The elvtr. is located on the river, with excellent water facilities, permitting loading of boats. The railroad facilities are a double track at a very advantageous point to obtain empty cars.—J. M. Riebs, Jr.

A good deal of controversy has been occasioned in the past by the absence of a rule relating to the charging of interest on advances on grain sold in this market for forwarding. The board of directors submitted an amendment to the rules for the vote of the members on Nov. 29, granting the buyer the right to make an interest charge in such cases, but limiting the period to 7 days from the date on which advance is paid. As amended, paragraph 4, Rule 11, Section 10, reads as follows, the amendment being indicated by the bold face type: "On grain, seeds, hay or millstuffs, which have been sold to forward outside the switching limits of Milwaukee, the seller shall be entitled to collect from the buyer the approximate value of the contents of the car, based upon the marked capacity thereof, at the price at which the property was sold, and upon such payment being made the title to the said property shall vest in the buyer, subject to immediate settlement of difference between the parties according to actual weights when unloaded, and the buyer shall be entitled to charge interest at the current rate upon any sum so advanced, from the date upon which the advance is made, to and including the date of unloading of the property, except that he shall in no event be entitled to charge interest for a longer period than seven days. Such current rate of interest shall be determined by the Finance Committee on the first day of each month, to be effective during that month, and be posted upon the bulletin board of the Exchange Room."

Extension Work Among Farmers.

By F. M. LOOMIS.

Few grain dealers seem to have realized fully their opportunity for effective work in the line of crop improvement among the farmers. It is work that will pay large returns and will be appreciated by the farmers because it benefits the farmers in the community directly, and it will also improve the business of the grain man. Better farming should be advocated at all times by the grain dealer. He should study the needs of the farmers in his community and help them to solve their problems. If their fields need draining, he should interest himself in drainage. Better seed, more live stock, proper preparation of the seed bed, distribution of labor and better management of farms are matters which should receive the attention of the grain dealer.

One concrete instance of results recently came to my attention. A certain grain man became convinced that he could very materially increase the value of the crops grown by his customers if he could induce them to use commercial fertilizer. Beginning some three years ago he started a propaganda among the farmers in his vicinity, first having satisfied himself of the soil needs of the locality and having secured an agency for fertilizers. The first year he had few converts, but when the crops were gathered the results were so marked that conviction spread far and fast. As a matter of record, corn for instance showed an increase of from ten to fifteen bushels to the acre on fertilized fields and the quality was so good that the fertilizer users received more per bushel for their corn than did other farmers.

Now that grain dealer has an established trade on commercial fertilizer in his community which amounts to several carloads annually. For the most part the farmers have experienced a self-conversion through observing the difference between fertilized and unfertilized crops and they renew their fertilizer orders voluntarily. Incidentally this grain man has made a good profit on all of the fertilizer he has sold and he has so increased his own business through his different lines of extension work that he has pulled a losing enterprise out of a financial hole and placed it securely in the dividend paying class within three years.

This particular grain man performed a distinct service for his community. Whatsoever is instrumental in introducing anything which will year after year increase the income of a whole class in a community does perform a service which is worthy of commendation. Commercial fertilizer, properly and judiciously used, does just that thing.

Crop Improvement.

THE MINNESOTA CROP IMPROVEMENT Ass'n will hold its annual meeting at Fairmont, Minn., Feb. 13 to 15.

GOOD SEED grain will be available to a larger extent than usual, reports the Crop Improvement Com'te of the Council of Grain Exchanges in summarizing the replies to 200 inquiries asking county agents whether they would have enough good seed corn, seed oats, seed barley and spring wheat for their own farmers and if they will have any for sale. "Wheat is the poorest cereal crop we have for this year. There is undoubtedly enough good seed wheat if it could be located in sufficient time for offering for sale. The solution to this problem is the fanning and grading of their seed wheat, carefully eliminating the light weight shriveled kernels, weed seeds and trash. Wheat so cleaned and graded should be all right for seed.

THE CROP IMPROVEMENT Committee of the Council of Grain Exchanges will start a campaign about the first of February to interest the school children in seed testing. The boys and girls are encouraged each to select a farmer partner. Each pupil calls upon his farmer partner to learn how he cares for his seed corn, asking him the name of the variety, how many bushels he has secured per acre, what date the crops were planted, what date gathered, how hung up, how protected from rats and mice, how much he has on hand, and how much he is willing to take for what surplus he may have for sale. If it is found that the seed corn is scarce, the next duty of the young partner is to locate all the 1914 corn still in the crib, and to test it for vitality. The "rag doll," which is the most popular testing method, is being supplied through the co-operation of the grain men, millers, bankers, commercial clubs, etc., to all of the schools whose pupils will sign an agreement, each designating his willingness to select and co-operate with a different farmer.

It is estimated that last year about 75,000 children co-operated in the campaign.

PEANUT FLOUR will be the product of a new mill being erected at Burleson, Tex., by the Burleson Mill & Elevator Co.

GOVERNMENT purchase and sale of foodstuffs at reasonable prices is proposed in a bill introduced in Congress by Senator J. H. Lewis. If the farmer declines the just price offered by the government his product is to be seized and the price left to a jury.

A POLL OF PUBLIC SENTIMENT on the question of an American food embargo will be taken by the National Ass'n of Master Bakers, as decided Nov. 17 by the executive com'te of that Ass'n. Petitions to be signed by the public will be circulated by local organizations.

HESS DRIERS

Dry anything granular.

In continuous flow, or on the separate dump system.

HESS OUT-DOOR CONDITIONERS

air and clean and condition grain, with no additional operating expense. They cost little and sold on 30 days' free trial.

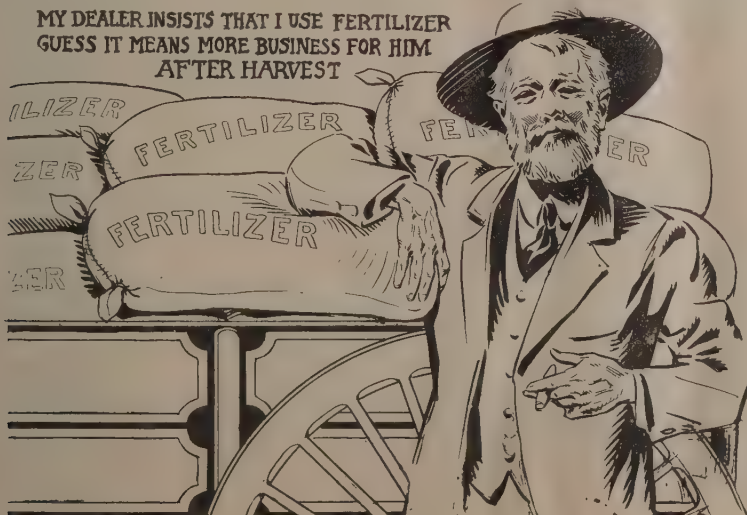
Ask us.

Hess Warming & Ventilating Co.

907 Tacoma Building, Chicago

Also Brown-Duvel Moisture Testers. The official or the improved kind. Glass or copper flasks.

Corn Sieves also, conforming with the new rules.



Feedstuffs

CINCINNATI, O.—A molasses feed and poultry feed plant has been installed by the Cincinnati Grain & Hay Co.

GULFPORT GROCERY Co., Gulfport, Miss., has registered "Yel" in a circle lined for red as a trade-mark for cotton seed meal, No. 98,435.

BALTIMORE PEARL HOMINY Co., Baltimore, Md., has registered the words "Spring Garden" and a design as a trade-mark, No. 96,615.

JOHN LIPINSKI, a laborer at the plant of the Nowak Milling Co., Buffalo, N. Y., was killed recently in a feed mixing machine into which he fell.

KEARNEY, NEB.—E. D. Gould has purchased the old oatmeal mill, moved it nearer the tracks and put in a 50-h. p. engine with machinery to turn out 20 carloads of alfalfa meal daily, much of which will be consumed in his own cattle feeding operations.

COTTONSEED MEAL misbranded by overstating the protein content is being watched for under recent special instructions from the Dept. of Agriculture to its food inspectors. Investigation is said to have shown that most of the misbranded cottonseed meal is made from delinted cottonseed.

THE MONTGOMERY-PLUMMER Co., Memphis, Tenn., dealer in cottonseed, has filed a petition in voluntary bankruptcy, with \$20,000 liabilities and \$8,500 assets. The company has contracts calling for the delivery to northern buyers of 20,600 tons of cottonseed meal, and the failure was due to the rising prices.

COTTONSEED RATES from points in Arkansas to Memphis, Tenn., over the St. Louis, Iron Mountain & Southern have been held not unreasonable and the complaint by the Memphis Freight Bureau on behalf of the Crescent Cotton Oil Co., and the Southern Cotton Oil Co., has been dismissed by the Interstate Commerce Commission.

A REFUND of \$7,407.92 with interest at 6 per cent from May 1, 1914, has been authorized by the Interstate Commerce Commission from the Southern Pacific Railroad Co. to the Imperial Valley Oil & Cotton Co., on account of unreasonable charges collected on shipments of cottonseed meal and cake from El Centro, Cal., to Galveston, Tex., for export.

STATE PURE FOOD laws that conflict with the federal statutes can not be enforced, it seems, from the decision by Judge Sanborn recently in the case of Curtice Bros. Co., of Rochester, N. Y., against Geo. J. Weigle, state dairy and food commissioner of Wisconsin, holding that food products manufactured in other states and containing benzoate of soda can not be barred from sale in the state of Wisconsin.

NEW ALBANY, IND.—John S. McDonald and his son, Morris J., grain dealers, were arrested Nov. 25, charged with adding water to oats in 6 different shipments. This is the first case in which an arrest has been made for violation of the pure food and drugs act by adulterating oats. In the nearly 100 cases already prosecuted in different parts of the country, principally in the east and south, the government contented itself with seizing the adulterated or misbranded oats.

ALFALFA MEAL RATES from Vineland, Colo., to Chicago, St. Louis or Kansas City over the Missouri Pacific will remain as they are, the Interstate Commerce Commission refusing to make a change.

COTTONSEED contains a poison known as gossypol, secreted by the resins in the seed, which accounts for the poor results sometimes obtained in feeding the meal, which has excellent nutritive and fattening elements. In an experiment in which the gossypol had been artificially removed surprising gains were made by feeding cottonseed. After long storage the resins become less harmful, due to their slow oxidation.

Elevator and Mill at Madison, Nebraska.

The illustration of the elevator and mill at Madison, Nebraska, given below shows one of the medium-sized elevators whose owners are enjoying a comfortable business. The elevator has a capacity of 30,000 bu. and is on the Northern Pacific Railroad.

The mill is in direct connection with the elevator, so arranged that grain can be spouted from the wheat bins through cleaners, scourers, etc., to the mill. The building in which the mill was installed is 22x30 ft. and two stories in height. It contains a 25 barrel Midget Marvel mill. The flour packer, Alsop bleacher, scourer, steamer, receiving separator, and 20 h.p. oil engine were installed. The Midget mill, packer and scourer are on the first floor, the bleacher on the second; the receiving separator was put in

the elevator and the basement contains only the boots and sack storage.

The elevator and mill are owned and operated by the Hume-Robertson-Wycoff Company, of Madison.

Analysis Difficult to Guarantee.

The unnatural conditions now prevailing in the grain markets, the crops, transportation facilities and high prices have changed very largely the methods of merchandising manufactured feeds.

We are required to register and in registering to declare ingredients. At the present time it is almost impossible to comply with state feeding stuffs laws, particularly that portion relative to a declaration of ingredients on the bags, and the conditions are growing worse every day. There are at least four or five materials used in the manufacture of feeding stuffs that are now being held at prohibitive prices, values ranging from \$60 to \$70 per ton, and even at these prices almost impossible to secure. The manufacturer who has guaranteed one or more of these ingredients to be contained in feed is embarrassed in that he is practically unable to secure these materials and therefore practically unable to meet his registrations.

The scarcity of materials and the high prevailing prices are conditions for which the manufacturer is in no way responsible. Nevertheless under state feed inspection laws he must meet his declaration of ingredients and I desire to particularly urge feed control officials to take these conditions in consideration and to give the manufacturers every possible consideration in their endeavor to put



Elevator and Mill of Hume-Robertson-Wycoff Co., at Madison, Neb.

honestly branded feeding stuffs on the market at prices which consumers can afford to pay. Conditions are seemingly growing more serious every day and the manufacturers of feeding stuffs, if they ever needed the help of feed control officials in liberal construction of laws and regulations relative to the use of all kinds of by-product feeds, it is at the present time.

One other condition that I would like to bring to your attention is the requirement in some states of the percentages of ingredients of feeding stuffs. In naming the exact percentage, which has to be done at the time of registration and which holds for an entire year, it is almost impossible on account of market fluctuations to name such percentages for a period of one year, and if the manufacturer is to mix his feeding stuffs upon the most economical basis he has to have some leeway or the industry may be forced to expend millions of dollars in a single state, this expenditure being in the form of printed bags, which have to be purchased in large quantities in order to effect a saving in price.

On the Chicago Board of Trade for many and many a day there have been 10 or 15 bidders for every carload of certain materials offered for sale. Kafir corn sold last week on the Chicago Board of Trade at \$2.40 per cwt. and buckwheat at \$3.25 per cwt. and that for buckwheat not good enough for milling. In conclusion I want to again urge the Ass'n of Feed Control Officials to co-operate to the fullest extent with manufacturers in these strenuous times, and until ordinary conditions again prevail.—Sherman T. Edwards of Chicago, at Washington convention of Feed Control Officials.

South Dakota Co-operative Ass'n to Meet at Sioux Falls.

Dec. 12, 13 and 14 the annual meeting of the Farmers Co-operative Ass'n of South Dakota will be held at Sioux Falls, S. D., with headquarters at the Cataract Hotel.

"Distribution of Cars" is the subject of an address by A. N. Steinhart, sec'y of the Illinois Farmers Grain Dealers Ass'n.

Other subjects slated for discussions led by able speakers are the "Embargo on Foodstuffs"; "Freight Rates," by R. D. Springer of Sioux City, "Industrial Preparedness," and "Co-operation of the Farmers and the Government," by W. H. McMasters, lieutenant governor.

Six grain commission firms have united in a joint entertainment at the Orpheum Theater.

THE SMUT SPORES in a single head of wheat are said to number 240,000,000, showing that great damage is likely when threshers are permitted to blow smut over the fields.

TECHNICAL TRAINING for grain men is becoming valuable to those who specialize in milling wheat and who realize that the only real test for grain is to have a small sample milled, the flour analyzed and this flour baked into bread. It is not the physical appearance of the grain but the quality of bread obtainable from it that determines its value to the miller. A course of training in determining percentages of moisture, separations, grading, milling and baking tests that has been found very useful to millers and grain dealers is given by the Operative Miller School at Chicago.

Supply Trade

AURORA, ILL.—The capital stock of the Stephens-Adamson Mfg. Co. has been increased from \$200,000 to \$1,000,000.

THE cumulative value of advertising is like compound interest at the savings bank; it is one of the by-products of persistency.—Class.

THE FIRST calendar of 1917 received to date, is the one sent out yearly by Henry Simon, Ltd., Manchester, England. This is a daily calendar with a fitting quotation for each day.

CHICAGO, ILL.—The Howe Scale Co. has leased from the W. M. Lowney Co. the three story building located at 1222-26 So. Wabash Ave. The building contains 30,000 square feet.

OSHKOSH, WIS.—The Ashland Savings & Trust Co. has been appointed receiver for the Termaat & Monahan Co., gas engine builders, of that city. The receiver expresses the hope that the creditors will consent to the appointment of a creditors' com'tee to co-operate with the receiver in the operation of the business.

ADVERTISING is the foundation of all successful business. All other arts are mere attributes of business. The lawyer helps men do business, the doctor aids by keeping men well, but advertising creates business. Advertising is neither the stamping on the coin nor the milling on the edge, it is the precious metal of which the coin is made. Without advertising there can be no business.—R. L. Morrell.

MORTON, ILL.—The A. F. Meyer Mfg. Co., manufacturer of inside cup elevators, has commenced work on another addition to its plant.

CHICAGO, ILL.—J. Ogden Armour of the Armour Grain Co. has just installed a 100-hp. heavy duty vertical Lauson Kerosene Engine on his private estate, known as the Melody Farms. This engine is used for generating electricity for lighting purposes.

CHICAGO, ILL.—Fred'k C. Fisher, pres. of the Ferro Construction Co., died Dec. 6. He was 45 years old, and gained prominence as a constructor of bridges. He helped to erect what was then known as the largest grain elevator in the world, at West Superior, Wis., over a decade ago.

CEDAR RAPIDS, IA.—We are not making any special effort to get the grain elevator business. We find that a great share of the grain elevator supply and repair business is handled by contractors, who do also a mill business and whose methods are usually so unbusinesslike as to cast a serious reflection on the integrity of the people who want to do fairly. We have an extensive line of general supplies and depend upon the trade in general for our business, and of necessity must be fair, or we couldn't expect a return order, which is impossible to obtain and unreasonable to expect unless you are fair about it.—Orr Bros. Supply Co.

LIVERPOOL WHEAT kept on advancing during November while the American markets were declining, No. 1 Manitoba northern being quoted Dec. 4 at \$2.54 per bushel.

Hundreds of AMERICAN MARVEL OWNERS Say:-

"Join Our Successful Ranks"

Make a Better Barrel of Flour
And More of It From a Bushel of Wheat and at Less Expense
Than You Can By Out-of-Date "Long System" Methods

Thousands of good, but worried, money-losing flour millers know that the equipment they have is out-of-date, worn out, wrong principle for small towns and communities and will never get them anywhere except further in the hole. That's a fact.

Take your own case. Be honest with yourself. How do you stand?

Then figure that every day's delay in writing for our AMERICAN MARVEL Self-Contained Flour Mill Proposition is costing you from \$5 to \$25 per day or more. That's a fact, too.

We maintain a Service Department that can be made your insurance policy against failure. To American Marvel owners, this service is free.

No matter how much or how little you know about milling, this Service we render will make you a success. No matter how well posted you are, it will be of vast help. It is of enormous value to the man of small experience; it's a mighty factor of greater success to the man who knows.

Here You Can't Fail

American Marvel Millers cannot fail. They are guided daily in the operation of their mills. The yield and quality of flour must be up to the standard—and that means profitable milling. Every

American Marvel Mill is operated under the direction of our Experts through the Service Department. This is the only flour mill that can be operated from a central point, and we are the only mill builders that render such service to their customers. That's one reason why American Marvel Millers are so successful the country over.

AMERICAN
(Midget) Self-Contained
MARVEL FLOUR MILL

The AMERICAN MARVEL is practically automatic—one man is sufficient. Earns big from the start and soon pays for itself. Small space and little power required.

Cash or Easy Time Payments

Get our latest, special proposition. Then decide. We make terms convenient. The investment is one you can handle—easy for any good, live man to start at once.

30 Days' Free Trial to Grain Dealers

Write a postal or a letter, or send coupon for our free catalog and complete information, prices, terms, special personal advice and 30 days' free trial offer—money back if not satisfied.



The Anglo-American Mill Co. (Inc.)

435 Trust Building

OWENSBORO, KY., U. S. A

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

B. & O. in Sup. 9 to I. C. C. quotes rates on grain and grain products from points in Ohio; to points in C. F. A. territory, effective Dec. 14.

West Shore in Sup. 17 to A-8839 quotes rates on grain and grain products from its stations and connections; to stations on the B. & O., effective Dec. 8.

E. B. Boyd, Agent, Chicago, Ill. in Sup. 18 to Circular 1-M of Western Trunk Lines gives rules, regulations and exceptions to classifications, effective Jan. 1.

M. K. & T. in Sup. 3 to 4323-D quotes rates on grain, grain products and seeds from stations in Ill., Kan., Mo. and Okla.; to southern points, effective Dec. 10.

Erie in Sup. 6 to B-6382 quotes rates on wheat, corn, oats, rye, barley and flaxseed from ex-lake at and east of Buffalo, N. Y.; to eastern cities, effective Dec. 10.

West Shore in Sup. 4 to 1624 quotes ex-lake rates on wheat, corn, oats, rye, barley and flaxseed in bulk from Buffalo, N. Y. elvrs.; to eastern points, effective Dec. 10.

C. & A. in Sup. 44 to 2-C postpones the effective date of Sup. 26 to 2-C in Items 473-B, 515-D, 600-D and 930-A providing for industrial switching rates, on Illinois State traffic until Jan. 23.

C. C. C. & St. L. in Sup. 8 to 1393-G quotes rates on grain, grain products and starch from Toledo, O. proper and ex-lake, and Toledo Terminal station; to points in C. F. A. Territory, effective Dec. 15.

C. M. & St. P. in Sup. 39 to 9200-A quotes rates on grain, millet or flaxseed between its stations in Ia., Minn., Mo., N. D., and S. D. and connecting lines; and Missouri River points, effective Jan. 1, 1917.

C. & A. in Sup. 3 to 1570-E in connection with participating carriers, gives rules governing milling, malting and transit privileges on grain, grain products and seeds at stations on its line, effective Dec. 15.

C. B. & Q. in Sup. 30 to 37-I quotes rates on grain, grain products, flaxseed and hay from Atchison, Kan., Kansas City, Mo. and stations taking same rates; to Paducah, Ky., Metropolis and Brookport, Ill., effective Dec. 26.

B. & O. S. W. in Sup. 2 to 897-H gives rules governing allowances for transfer or elevation of grain at its stations, also at C. I. & W. (see I. C. C. 632) and at C. H. & D. and its stations (see I. C. C. 7335) effective Dec. 15.

C. R. I. & P. in Sup. 5 to 19687-I quotes rates on grain, grain products, seeds, broomcorn and hay from its stations, Missouri River points and stations on the K. & D. M.; to Mississippi Valley and other southern points, effective Jan. 1, 1917.

Mo. Pac. in Sup. 1 to 5725 quotes rates on grain and grain products from Leavenworth, Atchison, Kan., Kansas City, Independence, St. Joseph, Mo. and Nebraska City, Neb.; to stations on the C. & N. W. in Ill., Mich. and Wis., effective Dec. 10.

C. R. I. & P. in Sup. to 10339-D and other tariffs and supplements indicated, providing changes in carload minimum weights on grain and wheat flour, suspends the effective date of that portion of the tariffs and supplements from Nov. 29 to May 29.

C. & A. in Sup. 20 to 1609-C quotes local, joint and proportional rates on grain, grain products, seed, hay and straw, carloads, and articles taking same rates, from Chicago, Peoria, Ill. and St. Louis, Mo., and points taking same rates, also Rondout and Waukegan, Ill. and stations in Mo. on its line, also Hannibal, Mo., effective Nov. 15.

Mo. Pac. in Sup. 12 to 4271-A quotes rates on grain and grain products from Leavenworth, Atchison, Kan., Nebraska City, Neb., St. Joseph, Independence and Kansas City, Mo.; to stations on the C. R. I. & P. in Ill., Ia. and Minn., effective Dec. 10.

C. I. & L. in Sup. 1 to I. C. C. 3403 quotes joint rates on grain, grain products and by-products of grain, carloads, from stations on its line to points in Canada, Cape Breton, New Brunswick and Nova Scotia; also Maine, Mass. and Vermont, effective Jan. 1.

Ill. Cent. in Sup. 2 to 980-G quotes rates on grain and grain products from Cairo, Ill.; to its stations and stations on the Yazoo & M. V. and connecting lines; also transit privileges on grain and grain products at Cairo, Ill., and forwarded to same stations, effective Jan. 3, 1917.

C. & A. in Sup. 47 to 1604-A quotes local and joint rates on grain and grain products, C. L. between Chicago, Joliet, Peoria, Pekin, and E. St. Louis, Ill., etc., also St. Louis, Mo. and stations on the C. & A., C. & I. M. in Ill. to stations in Ill. on connecting lines as shown, effective Dec. 20.

C. & A. in Sup. 17 to 1604-B quotes local, joint and proportional rates on grain and grain products, carloads, from Chicago, Joliet, Peoria, Pekin, E. St. Louis and St. Louis to stations on the C. & A., C. & I. M. and C. & N. W. in Ill. and St. Louis, also to Toledo, Ohio and Detroit, Mich. and stations in Ill. on lines shown, effective Jan. 5.

C. & A. in Sup. 4 to 1602-D quotes rates on grain and grain products, carloads, from Kansas City and St. Joseph, Mo. (when originating at other points, or when milled at Kansas City or St. Joseph, Mo. from grain originating at other points) to stations on its line and connections in Ill., Ind., Ia., Mich., Mo., Ohio and Wis., effective Dec. 1.

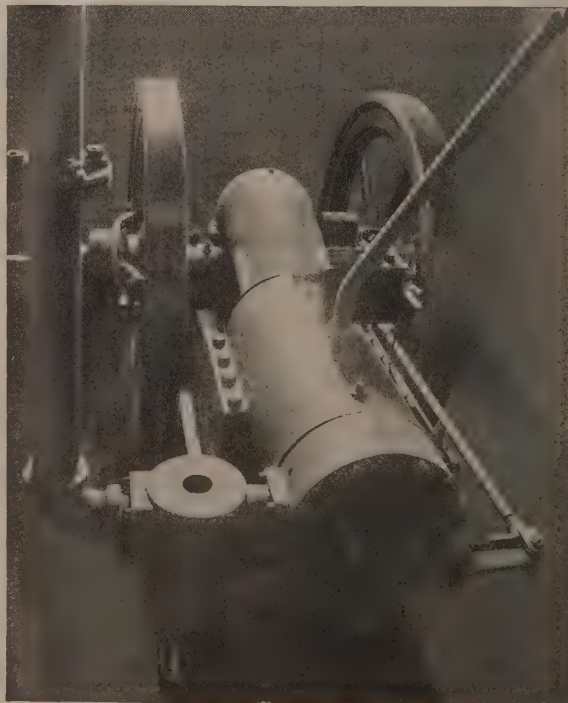
C. R. I. & P. in Sup. 5 to 19687-1 quotes joint and proportional rates on grain, grain products, seeds, hay, and broom corn from Mo. River stations and other stations in Ill., Ia., Minn. and S. D. on the C. R. I. & P. and K. & D. M. to Miss. Valley points and other stations in Ala., Ark., Fla., La., Miss., Tenn. and Texas, effective Jan. 1.

C. & A. in Sup. 5 to 2-D postpones until May 8, 1917, the effective date of Item 785, Tariff No. 2-D in compliance with the order of the Illinois Public Utilities Commission and provides that pending restoration, reissue or cancellation of Item 785, the provisions of the general absorption rules as shown in Items Nos. 705, 720 and 730 or reissues will apply.

C. R. I. & P. in Sup. 25 to 19690-F. quotes local, joint and proportional rates on grain, grain products, seeds and broom corn, carloads from its stations in Col., Kan., Mo., Neb., New Mex., and Okla., also Council Bluffs, Ia., to Little Rock, Ark., Memphis, Tenn., New Orleans, La. and stations in Ala., Ark., La. and Miss. and on corn and articles taking same rates from Memphis, Tenn. to stations in Okla., effective Jan. 15.

FLOUR MILL INSPECTION by federal officials is advocated by the Sec'y of Agriculture in his annual report.

A CESSATION of big export demand and foolish peace rumors started liquidation in a market badly overbought by eleventh hour bulls, who looked for wheat to easily sell-over \$2. Then came a complete tieup of railroads due to lack of facilities to handle the enormous tonnage of everything that is offering them. Foreign news could hardly be more bullish. Argentine crop will run about 25% of an ordinary yield of wheat and oats, while the corn crop is sure to be a small one, owing to unfavorable weather and soil conditions. On the Continent there is a condition bordering on starvation over a wide area and no hope of relief. England is curtailing consumption, but demand is far in excess of supply and winter's rigors at hand. Southern Europe is war ridden and can supply nothing, while Russia's surplus is safely locked in by winter weather. The great question, however, is how much stuff have foreigners bought and how much more will they need? They have not been buying in that avaricious way they did formerly.—W. H. Perrine & Co.



Lauson 22-h.p. Kerosene Engine in Plant Shown on Facing Page.

Six Modern Elevators for Missouri.

Missouri is coming into the limelight as a grain state. This is especially true as regards wheat. While the wheat crop in 1915 was only 34,108,000 bushels as compared to 43,333,000 bushels in 1914, the acreage was 2,773,000 in 1915 as compared to 2,549,000 in 1914. The corn acreage shows a slight decline in 1915 over 1914 but the yield in 1915 was 209,450,000 bushels and in 1914 158,400,000 bushels. An interesting fact is the manner in which Missouri during recent years has been adopting greatly improved facilities for handling bulk grain.

The exterior and interior views given below are from photographs of an elevator recently built at Browns' Spur, Missouri by The Scott County Milling Company. The same firm has also constructed similar elevators at Essex, Noxall, Champion, Tanners, and Bertrand, Missouri. These elevators were designed by the Burrell Engineering & Construction Company of Chicago and were constructed entirely of concrete and steel with the exception of the scale shed and office.

The ground floors of the elevators are 21x22 feet. The elevators are 80 feet in height and have a capacity of 12,000 bushels.

Three of the elevators are equipped with Western Corn Shellers in the basement with cleaners upstairs and all six have Lauson 22 h. p. Kerosene Engines for motive power which are operated on distillate. With this equipment corn is easily handled at the rate of 600 bushels per hour.

The owners spared no expense in building and equipping these elevators. They investigated carefully the merits of machinery to insure their getting the most modern equipment for their needs. The results they have obtained after running their elevators for the past two months have been more than gratifying.

The Scott County Milling Company, which now has a capacity of 3,500 barrels daily, is the outgrowth of a small milling business started by Mr. W. C. Bowman at Sikeston. The present firm consists of Mr. W. C. Bowman, Pres.; Mr. C. D. Matthews, Jr., Vice Pres.; Mr. L. R. Bowman, Sec'y; and Mr. M. Q. Tanner, Treas.

Railroad Relieved of Liability From Fire by Clause in Lease.

Fire from coals negligently dropped on the track from the defective ash pan of a locomotive engine was communicated to buildings owned by Rundell & Co., dealers in grain and hay at Towanda, Pa., standing on ground owned by the Lehigh Valley Railroad Co., but not a part of the right of way. Buildings and contents were completely destroyed, and Rundell & Co. brot suit against the railroad company to recover the loss, alleging negligence.

The Supreme Court of Pennsylvania on July 1, 1916, gave a decision in favor of the railroad company, under the following clause in the lease of the site to Randall & Co.:

"Tenth.—It is understood by both parties thereto that the above-described premises are in dangerous proximity to the tracks and other property of the Lehigh Valley Railroad Co. and that there is danger of injury or destruction by fire or other causes incident to the operation of a railroad. The party of the second part accepts this lease subject to such danger and in consideration of the low rental herein reserved agrees to and does remise, release and quitclaim the lessor from all claims or actions for damages arising from the construction, location or operation of the said railroad and its appurtenances." "All rights and liabilities herein given to, or imposed upon, either of the parties hereto shall extend to the heirs, executors, administrators, successors and assigns of such party."

Further, the court held that this exemption extended to a railroad company not a party to the lease, but which enjoyed the privilege of using the lessor's tracks.—98 *Atl. Rep.* 1054.

Record of C. N. D. QUOTATIONS

Quotation Record, Form 97A, is formed of sheets of bond paper ruled to facilitate the recording of daily market prices of different options.

Each sheet is headed "Board of Trade Quotations for Week Commencing Monday..... 19.." Columns are provided for 4 Wheat options, 4 Corn and 4 Oats; have spaces for the market hourly and at close. Closing prices for previous week are listed at top.

Sixty sheets, 9½x29½ inches, are well bound in book form—a year's supply. Price 75 cents.

GRAIN DEALERS JOURNAL

315 S. La Salle Street Chicago, Illinois

Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches, of Atlas linen ledger paper. A 28-page index in front. Extra heavy cloth covers with leather back. Price, \$2.75.

GRAIN DEALERS JOURNAL

315 So. La Salle Street CHICAGO, ILL.

Grain Receiving LEDGER

A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its pages of linen ledger paper, size, 8¼x13¾ inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A marginal index is bound in front. Bound in cloth with leather back and corners.

Form 43—200 Pages, \$2.25

Form 43XX—400 Pages, \$3.75

Grain Dealers Journal

305 So. La Salle St., CHICAGO, ILL.

Purchase and Sale Contracts

Is a double page form designed for recording contracts for the purchase and contracts for the sale of grain. Each kind of grain is entered on a page by itself so dealer may quickly total columns, and ascertain whether he is long or short.

The left hand pages are devoted to—Purchased; the column headings being: Date; From Whom; Bushels; Grade; Delivery; Price; By Whom Bot; How; and Remarks.

The right hand pages show—Sold, under which the following information is recorded: Date; To Whom; Bushels; Grade; Shipment; Price; By Whom Sold; How; and Remarks.

The book is well printed and ruled on linen ledger paper, size 8½x14 inches, and contains 80 double pages. Bound in full canvas and heavy board covers. Order Form 18 P & S. Price \$2.00

Send all orders to

GRAIN DEALERS JOURNAL

315 S. La Salle St. Chicago, Ill.



Concrete 12,000-bu. Elevator at Brown's Spur, Mo.

Supreme Court Decisions

Carrier's Liability for Flood Damage.—Where a shipment is caught in a flood of so unusual a character as to constitute an act of God, the carrier is not relieved of all liability, but is bound to exercise reasonable diligence to save the shipment or prevent additional loss.—*C. & E. I. R. R. Co. v. Collins Produce Co.* U. S. Circuit Court of Appeals. 235 Fed. 857.

Creditor Not an Embezzler.—In the prosecution of a warehouseman for the alleged embezzlement of 735 bushels of wheat, it was error to reject evidence offered by the defendant touching his efforts to keep his mill a going concern, to obtain funds to meet his obligations, and a contract signed by the prosecuting witness tending to show a recognition of the defendant as a creditor instead of a bailee, and other evidence fairly going to the question of intent.—*State v. Wales.* Supreme Court of Kansas. 160 Pac. 204.

Carrier's Liability Based on Valuation at Point of Shipment.—Under the Interstate Commerce Act and the Carmack Amendment, a B/L in accordance therewith, on an interstate fruit shipment, stipulating that the loss or damage for which the carrier is liable shall be computed on the basis of the value of the property at the time and place of the shipment, etc., limits the carrier's liability, even in suit for its conversion of the goods, since the effect of the stipulation cannot be escaped by the mere form of the action, nor can the parties waive the terms of the contract made pursuant to the federal act.—*F. W. Brockman Commission Co. v. Missouri Pac. Ry. Co.* St. Louis Court of Appeals, Missouri. 188 S. W. 920.

Publication of Rate Schedule.—Where a sliding scale of charges, based upon the value of the articles transported, is provided in the schedule filed with the public utilities commission of the state, it is the duty of the transporting company to require the shipper to declare the value and to demand, collect, and receive from him the rate fixed in its schedule filed with the state commission. Where a copy of such schedule, or so much thereof as the commission shall deem necessary for the use and information of the public, is printed in plain type and kept on file or posted in such places and in such manner as the commission may order, shippers and travelers are charged with notice of the tariffs named in this schedule, and must abide thereby, unless the same be found unreasonable by the public utilities commission of the state.—*Erie R. Co. v. Steinberg.* Supreme Court of Ohio. 113 N. E. 814.

Attachment of Proceeds of Draft.—The proceeds of a draft purchased by a bank cannot be attached as the property of the drawer, but if the bank was a mere collecting agent, the proceeds would be subject to attachment. Under Revisal 1905, § 2201, making the holder of a negotiable instrument duly indorsed *prima facie* a purchaser for value, in good faith, before maturity and without notice of defect in the title of the person negotiating it, a bank, which introduced in evidence a draft indorsed to it and proved the indorsement, made out a *prima facie* case that it was a purchaser, and it was error to instruct the jury to find that the bank was only an agent for collection. A bank which discounts a paper and places the amount, less the discount, to the credit of the indorser, with right to check on it, reserving the right to charge back the amount if the paper is not paid, is an agent for collection, and not a purchaser.—*Worth Co. v. International Sugar Feed No. 2 Co.* Supreme Court of North Carolina. 90 S. E. 295.

Lease Exempts Railroad from Liability for Fire.—A railroad is not liable for the destruction of buildings by fire, resulting from the dropping of coals from a defective ash pan, where the buildings were erected on land leased to the plaintiff by the railroad owning the right of way, over which by agreement defendant railroad had the right to operate, and the lease stipulated that, in consideration of the whole rental, the lessor was released from all claims for damages from the operation of the railroad and its appurtenances, and that all rights in the lease should extend to the heirs and assigns of the parties.—*Rundell & Co. v. Lehigh Valley R. R. Co.* Supreme Court of Pennsylvania. 98 Atl. 1054.

Refusal of Freight.—The consignee having in a prior action, in which he recovered damages of the carrier for injury to a shipment, taken the position that the goods were only damaged, and not practically destroyed, and thereafter taken the same position by action to recover the goods, cannot in the second action, against the carrier's claim for storage charges, say that the goods were so badly damaged as to be worthless, so that no duty rested on him to receive them. From the time that a carrier refuses to pay for damage to a shipment of goods, it is the consignee's duty to take them, they not having become worthless by the carrier's act, with right to sue for damages; so that not taking them he is liable for storage charges.—*Holloman v. Southern Ry. Co.* Supreme Court of North Carolina. 90 S. E. 292.

No Damages for Loss of Switch Track.—Under Const. art. 13, § 5, imposing upon railroads transporting grain the duty to deliver to any consignee or elevator and of permitting connections with their tracks, and Laws of 1909, p. 307, requiring carriers of freight to maintain side tracks for shippers, a change of grade made in good faith in obedience to an ordinance passed in the exercise of the city's police power cannot be made the basis of a claim for damages by an abutting owner for the loss of switch track connections which the railroad had made, since while its business is affected with a public interest a railroad company is still a private corporation and, except in discharge of its duties as a common carrier, owns its property free from any rights of adjoining proprietors, the same as an individual.—*Lord v. City of Chicago.* Supreme Court of Illinois. 113 N. E. 597.

Receiving Drafts for Collection.—A bank receiving a draft for collection forwarded it the same day by mail to the drawee bank for payment. The bank did not hear from the drawee bank until a month later when, in response to telegraphic inquiry, the latter replied that the draft had never been received. The bank had made no other inquiry of the drawee bank, and did not notify the sender of the draft of its loss until over a month after the bank had received it and had credited the sender with it. Held, that the bank was negligent in failing to notify the sender of the loss of the draft, as soon as it had reason to believe it was lost. It is negligence in a bank receiving a draft or check for collection to send it directly to the drawee, though the drawee is the only bank at the place of payment.—*American Nat. Bank v. Savannah Trust Co.* Supreme Court of North Carolina. 90 S. E. 302.

REPRESENTATIVE FARR of Pennsylvania, has introduced a bill authorizing the President to issue a provisional embargo upon wheat, wheat flour and the products of wheat. Rep. Fitzgerald, of New York introduced two bills proposing a food embargo. Rep. Stevenson introduced a bill for the free importation of wheat for seed, to supply seed for the Red River Valley which has been drawing on Canada, Russia, Hungary and Roumania. The Farr bill would prevent the shipment abroad of wheat and flour to the extent that it reduces the normal supply for domestic consumption.—P.

Liability of Shipper When Embargoed.

The question frequently arises on the present crop movement, when cars are scarce, and embargoes are placed by different lines of railroad, who should bear the loss when a contract can not be filled due to the refusal of the carrier to furnish cars or to haul loaded cars to the embargoed destination. In such a case the Arbitration Com'te No. 2 of the Grain Dealers National Ass'n, composed of Elmer Hutchinson, John S. Green and F. E. Barker, recently affirmed a decision of the Arbitration Com'te of the Illinois Grain Dealers Ass'n, composed of H. A. Hillmer, Geo. W. Banks and E. M. Wayne, holding that grain sold net track, original point of shipment, the railroad company becomes the agent of the purchaser.

On contract defendant C. F. Scholer of Farmer City, Ill., loaded 5 cars with corn, and as requested by plaintiff, E. B. Conover Grain Co., of Springfield, Ill., billed them domestic to Baltimore. The Illinois Central refused to accept for Baltimore, either export or domestic billing. Defendant wired plaintiff company telling them of this refusal of billing and asking for other billing and stating that if acceptable billing was not given, other disposition would be made by the defendant.

Receiving no instructions such as had been requested, defendant made other disposition of the five cars of corn and offered to turn over to the plaintiff the net value over and above contract price.

The Arbitration Com'te of the Illinois Grain Dealers Ass'n ruled: This offer of the defendant shall be accepted by the plaintiff. There being no returns by the plaintiff company in evidence in this case, it is impossible for the arbiters to determine whether there has been a "shortage" or an "overage" on the contract and can only rule that the five cars as sold by the defendant shall be applied on contract between the E. B. Conover Grain Co. and C. F. Scholer as offered.

We hold that the instructions of the 19th to load corn for domestic billing and assurance that the Illinois Central would accept that billing was a modification of the original contract.

The Com'te directs the Sec'y to return to the defendant his deposit fee, and assesses the plaintiff with all charges and expenses incident to this controversy, a statement of which shall be rendered to the plaintiff.

Buyer Must Act Promptly When Seller Defaults.

Arbitration Com'te No. 2 of the Grain Dealers National Ass'n, composed of Elmer Hutchinson, John S. Green and F. E. Barker, decided against plaintiff Consolidated Grocery Co., of Jacksonville, Fla., in favor of the Gillette Grain Co., of Nashville, Tenn., defendant, on a claim for \$62.50, or 4c per bu., on 500 sacks of No. 3 white oats sold to be shipped by May 22, but not shipped until May 30.

The plaintiffs claim that upon the receipt of the invoice they called the defendant's broker, L. A. Gray, by 'phone and notified him that defendants had not made shipment in contract time, and again when notified by the railroad company that the car had arrived they called Mr. Gray into their office and notified him of their refusal to accept the oats on contract as the price had declined, when he (Mr. Gray, the broker of defendants) instructed them to pay the draft and bill the defendants with a difference in price of 4c per bushel.

The defendants claim that, even though they did not ship the oats in contract time, that when the plaintiff received their invoice and seven days later paid their draft and accepted and unloaded the oats without any objections to them whatever, the plaintiffs were estopped from making any claim against them whatever, and cite the latter part of Rule No. 7 of the Grain Dealers National Ass'n as follows:

"If the seller fail to notify the buyer of his inability to complete his contract, as above provided, the liability of the seller shall continue, until the buyer, by the exercise of due diligence, can determine whether the seller has defaulted, when the buyer shall immediately (a) agree with the seller upon an extension of the con-

tract to cover the deficit, (b) cancel the contract outright, or (c) buy in the deficit for the sellers account.

It is the opinion of the com'ite that the defendants were well within their rights in refusing to pay the claim, as it was clearly the duty of the plaintiffs under Rule No. 7, as above quoted, upon finding that the defendants had defaulted in their contract, or had not shipped within contract time, to immediately avail themselves of one of the three options granted purchasers under Rule No. 7.

The fact that the plaintiffs made some arrangement with Mr. Gray, that was at variance with the contract, would not be binding upon the defendants, as it is well known in the grain trade that a broker is a limited agent, and is not authorized to bind his principal beyond the things that come in the course of his business, and when he has brought the minds of two principals together on a trade and confirmations have passed, his authority ceases to bind his principal, without special authority from his principal.

Therefore we find for the defendant and assess the costs of arbitration against the plaintiffs.

Rule on Grain Missing Grade Does Not Apply to All Cases.

The H. E. Kinney Grain Co., of Indianapolis, Ind., in 14 trades bot 80,000 bus. wheat of E. L. Wellman, Grand Rapids, Mich., some of the confirmations specifying export loading and "Grain grading below contract to be applied at market difference in value when unloaded."

Discounts of \$924.12 were taken on 42 cars that missed grade, in the regular way, being passed on by the discount com'ites of the different markets.

Wellman made a demand Apr. 12 that on all further cars of his not grading according to contract he desired notification before unloading, or its identity lost that he might have an opportunity to call for reinspection, to apply other grain of grade, or to agree with the plaintiffs as to discounts, but it is shown that in but a very few instances was this done, and when so done it was impossible to locate the cars or to get a reinspection, owing to the congested condition of the yards at New York incident to the immense volume of various kinds of freight moving in those yards, and the rules of that market of unloading grain of like grades into bins at once and thus losing the identity of individual shipments. He claims that 25 cars of his wheat were received, unloaded and discounted after April 12, 1915, the date that he made his demand on the plaintiffs not to appropriate his grain without first notifying him as stated.

When the H. E. Kinney Grain Co., plaintiff, made claim for \$808.97 overdrafts against E. L. Wellman, defendant, the latter in defense referred to Rule No. 26 of the Trade Rules. The Arbitration Com'ite No. 2 of the Grain Dealers National Ass'n, composed of Elmer Hutchinson, John S. Green and F. E. Barker held that Trade Rule No. 26 is intended to protect shipper's interests against any unjust discounts that might be imposed, or sought to be imposed, by reason of grain missing grade, but when taken in connection with the spirit of the trade rules as a whole it is not to be arbitrarily applied to all conditions where grain misses grade.

The evidence in this case shows that this wheat was shipped by defendant from various and different stations and under various conditions of loading, that the larger part, if not all of it, was never inspected by the defendant herein, and that 30 of the cars that were applied on these contracts were not properly loaded for export, in that they were loaded and billed at less than export minimums, and that from such various loadings it would be natural that more or less of these shipments would miss grade.

Inasmuch as the irregularities were so many and as the discounts were, in the main, not excessive for the grades of grain on arrival, and that they are shown to have arrived at in the regular way, we find

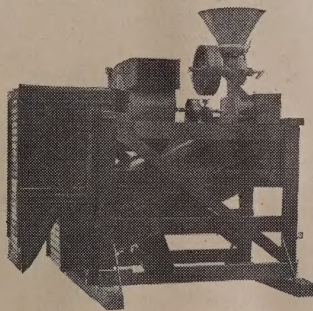
for the plaintiffs without interest, and order that E. L. Wellman pay to the H. E. Kinney Grain Co. the sum of \$808.97, and that the costs of arbitration be paid by the said E. L. Wellman.

A New Corn Grader and Grinder.

As the profit in poultry lies in correct feeding there is no more discriminating class of buyers of feed than those who use considerable quantities of ground feed for egg production or fattening. The common ground corn can find no sale in competition with a clean, uniformly graded feed with all the hulls and meal taken out. The uniformly ground article when dry and fresh always gets the preference.

Separate machines have been considered necessary hitherto, one for grinding and one for cleaning and grading; but the machine shown in the engraving grinds and grades at one operation and will make five separations.

At one point the bolted meal comes out, fine enough for table use if desired. At another point the bran and husks are collected. Another point delivers the hen



Boss Corn Grader and Grinder.

size chick feed; another point the medium size chick feed and another point the baby size chick feed.

This machine runs so quietly even with the grinder that it need not be bolted to the floor, and can be quickly installed without expense. A new principle does away with the necessity of shaking the screens, which keep themselves clean at all times and will last for years. The grader has only three bearings. It is so simple it can be operated by a child, and with the instructions accompanying each machine the operator can make the finest poultry feed. It can also be used for grading seed wheat.

This new machine, as yet is made in only one size, requiring 3 hp. and turning out 20 bus. per hour. It is operated by a single belt from the line shaft. Grain elevator men who wish to put out a high class feed for poultry without too large an initial investment are overlooking an opportunity for big profits if they fail to post themselves on the Boss Combination Grinder and Grader by writing the manufacturers, the Maroa Mfg. Co., for full information.

UNITED MINE WORKERS of America, Peoria Division, recently adopted unanimously a petition to Pres. Wilson urging an embargo on foodstuffs to prevent high prices. In view of the fact that large quantities of coal are being exported (\$6,579,996 worth during September) it is strange that the miners did not advocate an embargo on coal to prevent the high prices of that commodity.

CIFER CODES

Use a good Telegraph Cipher Code. Prevent Errors, Reduce the Cost of Sending Messages and Prevent Contents Becoming Known to Agents.

Universal Grain Code, the most complete and up-to-date code published for the use of the grain dealers and millers. Its use will protect the contents of your messages as no other code used in the domestic grain trade can do. Its 146 pages of bond paper contain 13,745 expressions for present-day terms, and no two of them are near enough alike to cause confusion in the translation of messages. Bound in flexible leather. Price, \$3.00.

Robinson Cipher Code with 1912 Supplement, an absolute necessity with every grain dealer who handles any of his business over the wire. Bound in full leather, and printed on bond paper. Price, \$2.00.

A. B. C. Improved 5th Edition, contains a complete set of five letter code words for every expression in the former edition. Any two of these words may be combined and sent as one word, reducing telegraph tolls 50 per cent. Price in English, \$15.00.

Millers Code, designed especially for the milling and flour trades. Size 3 3/4 x 6 inches; 77 pages. Price, \$2.00.

Baltimore Export Cable Code, third edition, the latest, simplest and most popular code used in the export grain trade. Bound in leather, 412 pages. Price, \$10.00.

Your Name in gilt letters stamped on front cover of any of the above books for 25 cents extra. For any of the codes, address

GRAIN DEALERS JOURNAL

305 S. La Salle Street, Chicago, Ill.

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will be included in the 1917 List of Users of the Universal Grain Code which will be sent to 15,000 live progressive grain dealers if you report the possession of a copy to the

Grain Dealers Journal

305 So. La Salle Street
Chicago, Ill.

Patents Granted

1,207,017. Car-Seal. (See cut.) Lee Samuel Gibson, Winnipeg, Manitoba, Canada. The combination of an open ended hollow box and a locking member having one end permanently fastened within the box and the other end formed into a catch insertible within the box, of a guard mounted on the inserted end of the locking member adjacent the open end of the box and constructed to admit of the entrance of the catch into the box.

1,206,103. Dust Collector. (See cut.) Alfred C. Goethel, Milwaukee, Wis. In combination with a dust pipe is a dust collecting chamber with upwardly tapering walls, an outer dust collecting chamber inclosing the inner chamber, and having a closed bottom, the inner chamber being open at its lower end, and having walls terminating at a sufficient distance above the bottom of the outer chamber to provide an open space for the escape of air from the inner chamber to the outer chamber without developing sufficient current to carry dust with it from the bottom of the outer chamber.

1,207,013. Seed-Tester. (See cut.) Siegwart A. Floren, Bismarck, N. D., assignor to Caruguss Manufacturing Co., Bismarck, N. D. A receptacle impervious to moisture, a stand within the receptacle, having its marginal portions downturned to afford supporting flanges, each of the flanges being independent of the other, adapted to contact with the bottom and side walls of the receptacle, and resilient; an absorbent pad upon the upper face of the stand and provided in its top face with a plurality of depressions affording pockets adapted to contain seeds, and a movable cover for the container.

1,207,240. Sack-Holder. (See cut.) Mark W. Thompson, Vassar, Mich. A hollow inverted frusto-pyramidal body, a spout at its lower end, an outwardly extending flange on the upper edge of the rear wall of the body, brackets comprising vertical arms, horizontal arms in the upper end of the vertical arms, means for securing the horizontal arms to the under sides of the flange, a downturned flange on the rear end of the horizontal arms, the flange engaging a support for holding the body in a horizontal position, horizontal brace arms at the lower terminals of the vertical arms of the brackets, and attaching elements at the forward end of the brace arms, means securing the attaching elements to the body, a depending portion at the lower end of the attaching elements, terminating into hooks adapted to support a bag around the spout of the body, the vertical arms of the brackets forming a support for holding the body against displacement.

1,206,770. Seed-Corn-Drying Rack. (See cut.) Lee Adams, Jacksonville, Ill., assignor of one-half to Thomas Willerton, Jacksonville, Ill. The combination of a series of standards, having spaced couplings to which side rails are secured and to which end rails are rotatably secured at right angles to the side rails, wire-mesh shelves secured to the end rails by their longitudinally extending strands of wire, guards disposed at the ends of the shelves and loosely secured to the end rails and rods slidably engaging apertures in the end rails and bearing against the adjacent lateral strands of wire of the shelves.

1,206,367. Wild Oats Separator and Grain Cleaner and Grader. (See cut.) Lars Peterson, Colman, S. D. A casting scoop having an arm pivoted in a frame, a spring acting on the arm to swing the scoop forward, an obstructing device for stopping the arm after it has attained a suitable speed for casting the grain from the scoop, a wheel to swing the scoop arm against the resistance of the spring and then suddenly release it, a hopper adapted to hold a supply of uncleaned grain, a delivering device in the bottom of the hopper adapted to convey a charge of grain to the scoop, means whereby the delivering device is operated automatically.

1,207,512. Apparatus For Cleaning Grain. (See cut.) Francis C. Dickson, Louisville, Ky., assignor of one-half to Garnett S. Zorn, Louisville, Ky. In apparatus for desmutting and deodorizing smutted grain, a tank for containing cleansing fluid, a filter, an overflow pipe leading from the tank to the filter, means for returning the fluid to the tank after filtration, an inclined tube containing a conveyor which leads from a point directly below the tank to a point above the same, a fluid tight connection between the tank and the tube whereby the fluid stands at the same level in both tank and pipe, a horizontal tube containing a conveyor, a connection leading from the upper end of the inclined tube to the horizontal tube, a second horizontal tube into which the first horizontal tube discharges, and means for directing a current of air thru the last named tube.

1,206,810. Fastener For Grain-Doors. (See cut.) Thomas R. Brumback, St. Joseph, Mo. The combination with a freight car door having a plurality of smaller doors movably mounted therein and also having door holding means for detachably holding the smaller doors in closed position; of a bolt housing secured on the outer side of car adjacent to the rear edge of car door having seal strap slots formed thru the outer end portion thereof; a bolt slidably and rotatably mounted in the housing, the bolt having another seal strap slot formed therethrough slot being adapted to be moved from and into register with the first mentioned slots positioned therebetween; a spring in the housing whereby the bolt is moved inward projecting the inner end portion of the bolt behind the rear edge of the car door for locking it in closed position; bolt holding means whereby the bolt is detachably held in its outward position against the action of the

spring said bolt holding means being released by rotation of the bolt; and moving means operated by the inner end of the bolt whereby all of the door holding means are simultaneously moved into operative position when the bolt is moved inward; the whole forming spring actuated sealable locking means whereby all of the doors are simultaneously locked.

Books Received

ALFALFA IN KANSAS is the subject of a comprehensive collection of the most valuable information on the alfalfa crop, its varieties, seeding, inoculation, curing, irrigation, feeding constituents, alfalfa hay, and alfalfa milling industry, forming a volume of 473 pages that is up-to-date and almost encyclopedic in its completeness. Illustrated. Published by the Kansas State Board of Agriculture, Topeka, Kan.

WHEAT EMBARGO is a timely booklet by J. Ralph Pickell containing a practical, historical and theoretical discussion of the proposed embargo on exportation of food-stuffs from the United States in which the author questions whether the government can afford to disrupt the channels of commerce; to lay us wide open to foreign retaliation; to reduce the value of the products of the farm millions of dollars; to take away the great opportunity of the American people to help those in distress in other lands, simply to reduce the price of bread four cents per day for the average American family? Issued by the J. Rosenbaum Grain Co., Chicago.

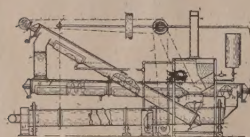
HEDGING, SECURITY AGAINST LOSS is the title of a six-page booklet discussing in conversational form the importance of the elevator manager selling his cash grain when hot, at a good margin of profit, but if for some reason he can't get the cash sold, then selling the futures until he can market the grain. It closes with the following three "Don'ts": "Don't expect your commission merchant to put up money you should put up to protect your hedges." "Don't fail to take off your hedges the minute you dispose of your cash grain. If you fail to do that you are doing the worst sort of speculating." "Don't expect your city connection to know when the market is going up or down, because he doesn't know." Copies can be obtained by addressing the Blanchard-Niswonger Grain Co., Omaha, Neb.

A BELFAST THREAD FIRM is investigating the culture of flax in Western Canada with a view to establishing a thread factory at Edmonton.

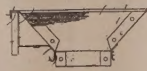
FREE CORN COBS to poor persons is a charitable enterprise recently inaugurated by the Union Elevator at Evansville, Ind., to help them on account of the high price of coal.

FRICTION IGNITED a coil of rope in the elevator shaft of the Goodlander Milling Co.'s mill at Fort Scott, Kan., recently, and before it was discovered had burned a small hole thru the floor.

THE WESTERN ADJUSTMENT Co. has just reported on the salvage from the Iowa Elevator at Peoria, Ill., which was burned Mar. 6. The insurance was \$475,000, and a total loss of \$444,364 was paid, the owners abandoning the property to the underwriters. The return to the companies after deducting all expenses, from the handling of the salvage grain, was \$105,760. This is the largest net percentage salvaged on any grain loss where the building was destroyed and where the stock consisted of corn and oats, and is due to the efficient handling of the material by Claude E. Metzler, the grain salvage expert who had charge of the recovery and sale of the damaged grain.



1,207,512



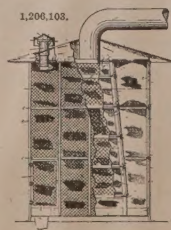
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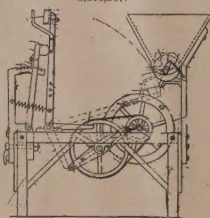
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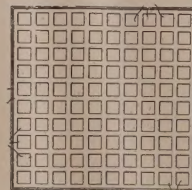
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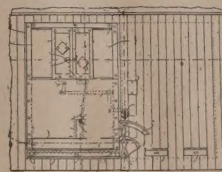
1,206,367



1,207,013



1,206,810



The GRAIN DEALERS JOURNAL.

Insurance Notes.

ALLEGING that it has no net income because it is a mutual organization, all receipts being held in trust and reserved to meet claims, the Northwestern Mutual Life Ins. Co. has brot suit at Milwaukee against the United States to recover \$143,368 paid as income tax in 1909 and 1910 under the law as it then existed, since changed.

LITTLE INDIAN, ILL.—Ruel G. Crum, whose elvtr. burned Oct. 26, has brot suit against Bluford Wilson and Wm. Cotter, receivers for the C., P. & St. L. R. R., for the sum of \$2,000, claiming damages to that extent. The fire was started by sparks from a locomotive, said to have been operated without the screen demanded by law, and on this plea the railroad is held liable by Mr. Crum.

NEGLECT to provide a safety guard on a scaffold used in the construction of an elevator at Centerton, Ind., led the jury in the circuit court at Indianapolis, Nov. 22, to give judgment for \$5,000 damages against the Reliance Construction Co. in favor of James Foss, a carpenter, who fell a distance of 18 ft. and was so injured that his right leg is permanently 2 inches shorter than before and he will be unable to perform manual labor for the remainder of his life.

SPARKS FROM IRON, nails and stones passing thru a mill do not cause explosion of dust. The spark does not seem to possess sufficient intensity of heat or surface to cause ignition, says Professor B. W. Dedrick, who made experiments at the State College, Pennsylvania, in a small building expressly erected, containing two elevators, conveyor, dump, bin and 16-inch attrition mill. An electric arc or a naked flame was necessary to ignite dust. Matches fed into the mill produced no explosion unless the match lodged in the mill and burned until a flame of some small size developed. However, in actual experience nails and wire fed into a roller mill have set fire to the building.

EMBARGOES can not cancel existing contracts, under the 'ex post facto' clause of the Constitution.

STEEL MERCHANT vessels under contract to be built in private American shipyards on Nov. 1, 1916, number 417, of 1,479,946 gross tons, an increase of 25,676 tons over Oct. 1. During October American yards finished seventeen steel merchant vessels of 15,491 gross tons. During 10 months of the calendar year 968 sailing, steam, gas, and unrigged vessels of 405,894 gross tons built in the United States officially numbered. In addition to the ships enumerated, there were built for foreigners 36 wooden vessels of 372 gross tons and 11 steel vessels of 25,418 gross tons, total, 47 vessels of 25,790 gross ton. Since Aug. 18, 1914, 192 foreign built vessels aggregating 635,718 gross tons have been admitted to American registry.

WESTERN GRAIN DEALERS MUTUAL FIRE INSURANCE ASSOCIATION DES MOINES, IOWA

JAY A. KING, President GEO. A. WELLS, Secretary
Write for Information
Regarding Short Term Grain Insurance

INCORPORATED 1877

The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents
of same at Cost.

Insurance in Force \$25,920,083.73 Cash surplus \$453,208.51

H. B. SPARKS, President

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ORGANIZED 1902

Tri-State Mutual Grain Dealers Fire Insurance Co. Luverne, Minn.

Average Annual Dividend to policyholders 53 PER CENT of the DEPOSIT PREMIUM.
Ask about the "TRI-STATE PLAN" for short term grain insurance.
E. H. MORELAND, Secretary

\$1,250,000.00 Loss

chargeable principally to railroad hazard, machinery hazard, poor construction and carelessness, is the record of losses for 1915, paid by the Flour Mill and Grain Elevator Mutual Insurance Companies.

More than 90% of this loss could have been avoided. NOW is the time to clean up the premises, put your property in better operating condition and eliminate the known hazards.

Records of these losses and advice on Fire Prevention gladly furnished by

THE MUTUAL FIRE PREVENTION BUREAU

OXFORD, MICH.

Millers National Insurance Co., Chicago, Ill.	or	Mill Owners Mutual Fire Insurance Co., Des Moines, Ia.
Western Millers Mutual Fire Insurance Co., Kansas City, Mo.		The Millers Mutual Fire Insurance Co., Harrisburg, Pa.
Ohio Millers Mutual Fire Insurance Co., Canton, Ohio.		Texas Millers Mutual Fire Insurance Co., Ft. Worth, Texas.
Penna. Millers Mutual Fire Insurance Co., Wilkes-Barre, Pa.		Michigan Millers Mutual Fire Insurance Co., Lansing, Mich.

Water Barrels

The water barrel is your first line of defense, and if it's in proper shape, the Enemy will be hard put to break through. But if barrels are empty or frozen and buckets missing, you will not be in shape to put up much of a fight. Is YOUR line of defense in good shape? If not, why not? much of a fight. Is YOUR first line of defense in good shape? If not, why not?

FITZGERALD & McCOTTER
Western Managers
307 Grain Exchange
Omaha, Neb.



C. A. McCOTTER
Secretary
Indianapolis, Indiana

INDIANAPOLIS, IND.

DUPLICATING SCALE TICKET BOOK

No. 63 is designed especially for country dealers who use scale tickets. It is a book 8x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Lot of; Price per Cwt; Price per bu.; Driver on; Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

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ACCOUNT BOOKS FOR GRAIN DEALERS

COMPLETE SET FOR \$4.25

A GRAIN RECEIVING BOOK (No. 12 AA).

Grain Register is designed to facilitate keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8½x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages or spaces for records of 4,000 loads. The book is well printed and ruled on ledger paper, and substantially bound in full heavy canvas covers. Weighs 2½ lbs.

A GRAIN SHIPPING BOOK (No. 14 AA).

Sales, Shipments and Returns is designed to facilitate recording sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½x16½ inches, used double. The left-hand pages are ruled for information regarding **Sales and Shipments**; the right-hand pages for **Returns**. Under **Sales** the column headings are Date, Amount Sold, Price, Grain, Terms. Under **Shipments** are Date, Car Number and Initial, Our Weights in Bushels, Grade, Route, Rate. Under **Returns** are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

The book contains 76 double pages, with room for records of over 2,200 cars, is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper. Weighs 3½ lbs.

GRAIN DEALERS JOURNAL

305 So. La Salle St., Chicago, Ill.

Wagon Loads Received

A book for the use of country grain buyers in keeping a record of grain received from farmers.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book is 9½x12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380. Price, \$1.75

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means loss in weight and at the present high prices you cannot afford to remove more moisture from your grain than is absolutely necessary. Do you know that you can remove as low as one-half of one per cent moisture with perfect accuracy by using the **ELLIS CONTINUOUS FEED DRIER**? This is only one of the many fine points in the construction and operation of the **ELLIS DRIER** which make it a most desirable purchase.

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We manufacture a complete line of such spouting at the right prices quality considered.

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The New Addition
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**GIRARD POINT
ELEVATOR**
Philadelphia

has had the second
installation
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Dust Collecting System

The new Equity Co-Operative Elevator at St. Paul is also being equipped with the **DAY COMPANY SYSTEM**.

If you want a perfect system or Dust Collector write

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